# The New-York Times.

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## THE FLOODS.

### Railroads Blocked by Land Slides—Bridges Washed Away—Rapid Rise in the Arkansas River.

ALBANY, N. Y., April 11.—The flood here commenced, but after rising yesterday fell again. To-day, the ice-house belonging to John Ross was washed away, causing a loss of $7,000. Some lumber piles have also been carried away. Residents in the lower part of the city suffer considerably from the continuance of the flood.

ROSENDALE, N. Y., April 11.—During last night a land-slide occurred at the south end of Rosendale bridge, on the Wallkill Valley Road, carrying away the trestle-work from within ten feet of the depot to the bridge. The trestle at the junction with the bridge is very high, and travel will be shut off for a month at least.

BUFFALO, N. Y., April 11.—The bridge on the Niagara Falls branch of the Erie Railway, at Tonawanda, was carried away by the freshet last night, causing a temporary suspension of travel.

MIDDLETOWN, N. Y., April 11.—Travel on the Wallkill Valley Railroad is suspended from Kingston to Rosendale, in consequence of a landslide.

FONDA, N. Y., April 11.—The Fonda, Johnstown and Gloversville Railroad has been blocked by landslides since Tuesday. Another slide occurred to-day, which will prolong the blockade several days.

NEW-YORK, April 11.—The breaks on the Erie Railway, caused by the freshets, have been repaired, and the trains are now running over all parts of the lines without interruption.

CINCINNATI, Ohio, April 11.—A special dispatch to the Chronicle states that the river at Memphis is now within two feet of the last overflow, and is rising an inch an hour. Fears are entertained of a serious overflow below. The Arkansas River has risen twenty-five feet. Three bents of the Cairo and Fulton Railroad Bridge, at Little Rock, were washed away night before last. The loss is $30,000.

**Condition of the Great Lakes.**

CHICAGO, Ill., April 11.—A dispatch just received from Mackinac says the condition of the ice is unchanged. The wind is east, and the thermometer 40°.

At Crawford Quarry, between Presque Isle and Mackinac, there is no ice in sight.

At Point Aux Barques and Au Sable, Lake Huron, a little ice is drifting.

**The Chenango River Freshet—Scenes at Binghamton.**

From Our Own Correspondent.

BINGHAMTON, N. Y., Friday, April 11, 1873.

A visit to this city will convince any one that the brief dispatches sent to the Press gave a very inadequate idea as to the extent of the ravages of the late floods. If other parts of the State, no more securely situated than Binghamton, have suffered correspondingly, the aggregate of damages will foot up to an enormous amount as the result of the Spring rains.

The Chenango River has swept through this valley carrying destruction with it. Many of the streets of this city are yet covered several feet deep with water. Clinton, Chestnut, Washington, Walnut, and other streets are navigable by boat for no little distance. Houses are half full of water; fences are gone for miles; outbuildings, swept from their foundations, float about as well, and far beyond the city limits extends a vast expanse of water, fortunately now rapidly abating. Farms are drowned out, bridges swept away, and over 200 houses rendered tenantless, or peopled only in the upper stories. Parties run to and fro at different points, and the scene, taken as a whole, is one of desolation. Especially is this true of that section of this city called the Point. Here, to keep the houses from going off with the flood, they have been tied up to trees and other moorings with strong ropes. Little household camps are scattered about, awaiting the going down of the waters. There is scarcely an out-building standing in this entire section. The fall of the Point is very heavy, and falls on the poorer classes.

At Millville the water flooded Smith-street, and but for the dam or levee at that point, the most of the place would have been destroyed. The water rose to such a height that many houses were necessarily deserted by the inmates. By the efforts of the residents, who turned out en masse, and threw up embankments to turn the water in other directions, thousands of dollars' worth of property was saved.

Port Dickinson is flooded. Windsor is flooded, and communication between nearly all the neighboring villages and this city is suspended, owing to the destruction of bridges.

At Whitney's farm the tenants were driven out, by the rapid rising of the water at night. In removing a load of household goods in a boat the farmer was nearly drowned. Several instances of narrow escapes are reported—one at Union, where a man fell from a float, with which he was removing drift lumber from Vestal Island, and was rescued, after a severe struggle, by his companions.

On Wednesday, eight breaks occurred in the Chenango Canal, between this city and Chenango Forks. The most serious were at Chenango Bridge, Crocker Spring, Ogden's farm, and Pond Brook. The bank is carried out bodily in great gaps at each of these places. The water rushing through these breaks washed immense deposits of earth and rocks upon large tracts of fine farming land, doing untold damage. At R. W. Hines' farm a barn was swept away some distance, and a rope ferry has been constructed from the canal bank to the barn in order that it may be reached.

Many incidents are related in connection with the inundation. Funerals have been attended in boats, and business transactions conducted by the same means. Armies of muskrats have been driven from their holes along the river bank, and swarm along the streams, easy prey for hunters, who are taking advantage of their "houseless" condition. Yesterday a little girl was found by a lady, living near the cemetery, standing in water above her waist, crying piteously by a grave in the cemetery, which was far beneath the water. Upon being taken out of the water and questioned she said that the grave was her mother's, and she was afraid that it would be washed away!

Two boys of this city went up the Chenango River, hunting muskrats, on Wednesday. Their names are Edward Bump and Frank Spendley. While gone they had a thrilling adventure, Bump narrowly escaping death in two different ways. They went as far up the river as Hines' farm, where they were climbing the bank near the impromptu ferry, when Bump's gun went off. He received the charge in the lower part of his right arm, shattering it fearfully. Shouting for aid, Spendley was heard by a boy named Charles Dutcher, who jumped in the ferry-boat at Hines' barn, and started to see what was the matter. He reached the opposite bank safely, although the water was running very swift, and the wounded boy was put in the boat. On the way back, while Dutcher was ferrying the boat by pulling the rope, the strong current swept it from under him, and carried it down the stream, leaving him hanging to the rope above the water. Seeing that Spendley could not do anything with the boat, and knowing that the lives of the two boys were in danger as well as his, Dutcher dropped into the stream and swam after the boat. With no little difficulty he overtook it, and drawing himself into it, rowed it safely ashore. The wounded boy, Bump, all this time was suffering greatly with his arm, and was growing weak. His companions took him, as soon as possible, to Mr. Hines', where he was well taken care of, and has since been sent home.

## CHEAP FREIGHTS.

### The Grievances of Western Shippers—Protests of the Merchants—Freight Lines.

From Our Own Correspondent.

CHICAGO, Wednesday, April 9, 1873.

While the contests between the farmers and the railroads in this and adjacent States have attracted a great deal of attention, there is also among the shippers and commission men in Chicago much serious complaint at, not only the unreasonably high rates, but at the methods in which the railroad managers transact their business. A prominent merchant told me, yesterday, that nine-tenths of the existing transportation difficulties resulted from favoritism. This is perhaps too strong a statement, but it is measureably correct. Some months ago the directors of the Board of Trade in this City appointed a committee to consider the matter of underbilling. They examined the subject thoroughly, and made a very able report. The roads assumed no responsibility for wastage or shortage in grain, and took the shippers' weight to place on the bills of lading. The result was that where the strictly honest shipper gave in the true weight, those whose ideas of integrity were not altogether clear placed, in some instances, twenty per cent. more in the car than the bill of lading called for, and thus secured free transportation for large quantities of grain.

The honest shipper, of course, is unable to stand such species of competition. In some cases the underbilling is effected by direct contract with the roads. A well-known commission merchant assured me, the other day, that some years ago he shipped over 1,000,000 bushels of grain to the sea-board, the agreement being that he should place 24,000 pounds in cars that were billed at 20,000 pounds. This is an instance of the manner in which the underbilling system works. The railroad companies claim that they will, under similar circumstances, give one man as good a contract as another, but there are many who pretend to know differently from actual experience. The system works against the grain trade of Chicago, and some other points in the interior, for the reason that that class of freight is here mostly loaded on the cars from elevators, from which the actual weight is known, and hence, without the connivance of the company, underbilling is impossible. As a result, with the exception of shipments to New-York City and some other points at which the roads have weighing facilities, grain is not shipped from elevators, and the trade, unable to make true weight compete with false weight, finds its way elsewhere, to the detriment of Chicago. It is but just to say that the expostulations of the Board of Trade Committee were courteously received by the railroad managers to whom they were addressed, and the evils have been in a great measure abrogated. What is complained of now more than anything else is discrimination in rates. The rate for grain from here to New-York is sixty-five cents per 100 pounds; the other day I learned of a contract made to carry corn from Peoria to New-York, a much greater distance, at fifty-five cents per 100. Such a contract as that is a direct blow at the Chicago market. There is a firm in this city who have a large lot of corn lying at a point on the line of the Toledo, Peoria and Warsaw Railroad, which cannot be shipped anywhere without loss to the owners, whereas, from a more distant point on the same road, it could be shipped at a profit. Yesterday I had some talk with a grain merchant from Champaign, Ill., who assured me that he knew of a shipment from that point to New-York, via Indianapolis, the contract reading at the rate of seventy-five cents per 100 pounds, but in some mysterious manner a rebate was obtained after it had left Indianapolis, which reduced the rate to sixty cents. I might go on and multiply instances almost indefinitely in which the injustice is glaring. A bad feeling among the merchants is the result, and the general impression is that the time may come when the National Government will have to take control of the railway system throughout the country.

Before the Board of Trade at its meeting on the 14th inst. a resolution will be offered, and, without doubt, carried, to devise ways and means to prevent the diversion of the grain and produce trade from the City of Chicago, and to lessen the unjustly high rates of freight to the sea-board. The intention is to call upon the entire mercantile community of the city to unite and see if something cannot be done. The farmers have been earnest in their demands, and now the merchants, though less demonstrative, are no less determined to put an end to the extortions of the railway companies. People of all classes are tired of paying dividends on imaginary capital, or watered stock. How they can escape, it is one of the problems yet to be solved. Something, however, has been done in this State toward lessening the abuses. The men recently appointed by Gov. Beveridge as members of the Railroad and Warehouse Commission, are well chosen. They have at heart the interests of the people, are removed from political influences, which was far from being the case with the previous inefficient board, and are men of ability and energy. It is confidently hoped that their appointment will eventuate in a modification of the evils both of transportation in the State, and of grain inspection. They were selected entirely on the ground of their business qualifications, one being a Democrat. Besides this, the Legislature will hardly dare to adjourn without passing some Railroad law to obviate the objection made by the Supreme Court to the wording of the old one.

The institutions of the various freight lines are regarded with distrust by most people, who believe that their affairs will bear very little ventilation. They have their virtues doubtless in the matter of through freights, in the saving of time, and the avoidance of breaking bulk; but there seems to be no good reason why the railroad companies could not get along without their aid. It has not been shown that they are a necessity, and when it is considered that the stockholders in such lines are railroad officials themselves in most instances, it looks very much as if they were superfluities. Legally, John Smith, as officer of a certain railroad, can make a contract with John Smith, as part owner of the "Empire line," but the transaction has a bad look, and is pretty sure to be made in the interest of John Smith; and when, in addition to this, John Smith takes a notion to buy some grain and ship it East, he is pretty sure to get it there about the time he wants to, no matter how great the demand for cars may be on the part of others. To be above suspicion a railroad official should never engage in outside business in any way connected with his road. It is doubtful if there is a single prominent railroad man in the country who is not somewhat similarly situated to John Smith. As a rule, these men become very rich, and their wealth is wrung from the pockets of the people on the Credit Mobilier principle. The people grant the right of way, vote subsidies all along the line of a road, and, when it comes to the management of it, are invariably snubbed.

There is a firm in Pittsburg, called Clarke & Co., who are engaged in the transfer business, though just what necessity there is for any such firm does not appear. If a firm should establish a toll-house at the corner of Broadway and Fulton streets, and collect toll on every vehicle that passed, he would be engaged in a business somewhat similar to that of Clarke & Co. Every freight-car that passes over the Pittsburg, Fort Wayne and Chicago Railroad from Chicago to New-York has to pay transfer duty to Clarke & Co. at Pittsburg, whether bulk is broken or not. R. C. Meldrum, general agent of the Pittsburg, Fort Wayne and Chicago Road, has been for a long time a member of this enterprising firm, and the probability is that the other members are railroad men likewise.

Such companies as these freight lines, &c., have the effect to render transportation rather expensive, especially when railroads are expected to earn dividends on watered stock besides. Until the management of our railroads is greatly simplified, and they are stripped of their many incumbrances, cheap freights are out of the question. A thorough ventilation of the causes of the evils of high rates may not prove their cure, but it may lead to it. The railroad system is so necessary to the prosperity of any country in these days, that the people should become intimately acquainted with it. Knowledge of this kind is power; and, in the face of it, organized imposition is not likely to survive.

A. W. W.

## THE WEATHER.

### Synopsis and Probabilities.

WASHINGTON, April 12—1 A. M.—The storm centre that was Thursday night over Southern Illinois, is now apparently over Lakes Ontario and Erie, and a second barometric depression is central near Cape Hatteras; north-easterly winds and threatening weather are reported from the Middle Atlantic States; easterly winds and falling barometer from New-York and New-England; variable winds, with cloud and light rain from Lakes Erie and Huron; rising barometer, northerly winds and cloudy or clear weather from the upper lakes; the barometer has fallen somewhat in the extreme North-west, with increasing southerly winds and partly cloudy weather; clear weather, with northerly winds, is very generally reported throughout the Mississippi Valley.

PROBABILITIES.

For Saturday in New-England falling barometer, easterly winds, and threatening weather, clearing away very generally, with westerly winds and falling temperature by Saturday evening; for the Middle States and lower lakes, rising barometer, westerly winds, partly cloudy and clear weather; for the South Atlantic and Gulf States rising barometer, clear weather, and light winds; the barometer continue falling over the North-west, and extend, with southerly winds and rising temperature, eastward over the upper Lakes and lower Missouri Valley during the day; cautionary signals continue at Wilmington and Norfolk.

**City Meteorological Report.**

The following record will show the changes in the temperature yesterday, with the average for the same, as indicated by the thermometer at Dickinson's drug-store, No. 3 Park-row: 3 A. M., 47°; 6 A. M., 45°; 9 A. M., 50°; 12 M., 56°; 3 P. M., 57°; 6 P. M., 52°; 9 P. M., 49°; 12 P. M., 45°. Average temperature yesterday, 50½°.

## BY MAIL AND TELEGRAPH.

The legal-tenders outstanding are $358,535,527.

Ensign Boynton Leach, from the Juniata, is placed on sick leave.

Passed Assistant Surgeon Wm. S. Bowen is ordered to the Naval Hospital, at Norfolk, Va.

Surgeon B. H. Kidder, from the Naval Hospital, at Norfolk, Va., is ordered to the navy-yard at Pensacola, Fla.

Second Assistant Engineer Absalom Kirby, from the Tallapoosa, is ordered to examination for promotion.

Lieut.-Commander S. D. Ames, from the Naval Academy May 1, is ordered to duty on the European station.

The Commissioner of Patents has extended the patent of Benj. W. Dunkler, of Boston, Mass., for cooking ranges.

Three men were terribly burned by an explosion at the Metropolitan Gas-works, in San Francisco last evening.

Henry Grantz committed suicide in San Francisco last night by shooting himself through the head with a Derringer.

Assistant Surgeon Joseph K. Corson is ordered to report to the Commanding General of the Department of the South.

The President has appointed E. E. Henderson, of Wisconsin, to be agent for the Chippewa Indians of Lake Superior.

The sum of $120 conscience money was received by the United States Treasurer yesterday from Newark, N. J.

Second Assistant Engineer Theophilus Cook, from the Naval station at League Island, Penn., is ordered to the Tallapoosa.

Second Assistant Engineer A. B. Bates, from the Navy-yard at Mare Island, California, is ordered to the Naval station at League Island.

Good Friday was observed in Philadelphia as a holiday. The banks, insurance offices, public institutions, and Commercial Exchange were closed.

The services in the various Episcopal, Catholic, and Lutheran churches in Washington yesterday (Good Friday) were very impressive, and the attendance very large.

The main body of ice in the Kennebec River, opposite Augusta, Me., moved down a short distance on Thursday, and yesterday afternoon moved down still further.

The Cabinet session, yesterday, was of two hours' duration. The Postmaster-General and Secretaries Robeson and Belknap were absent.

The Commissioner of Patents has extended the patent of John F. Green, of Brooklyn, N. Y., for machinery for disintegrating waste felt fabrics.

Commander C. J. McDougal, from the temporary command of the naval rendezvous at San Francisco, is ordered to the command of the Saco, on the Asiatic station.

The Boston Common Council have concurred, by a vote of 31 to 25, with the Board of Aldermen, in passing the order for widening the streets in the vicinity of the new Post-office.

A great fire yesterday at Newcastle, N. H., destroyed the stock of the grocery of Benj. R. Curtis, and badly damaged the building. The loss is about $5,000; insurance, $1,000.

The President has appointed Mr. Rutherford B. Hays to be Assistant Treasurer of the United States, at Cincinnati, Ohio, under the fifth section of the act approved March 3, 1873.

Dr. Wills Westmoreland, of Atalanta, Ga., has been elected President of the State Medical Association for the next year. The next convention will be held at Thomasville, Ga.

Assistant Surgeon Robert H. White, from duty in the Department of the South, is ordered to report in person to the Commanding General of the Department of the Lakes for assignment to duty.

Three men arrested at Portsmouth, N. H., on Wednesday, for robbing a Frenchman named Antonio Bouley, whom they garroted on the railroad near Salmon Falls, were taken to Great Falls yesterday for trial.

Not less than 500 applicants for office, including several large delegations of colored men, besieged the new Collector of Customs at Baltimore yesterday. The colored men were headed by Bishop Wayman.

At Holland, a settlement near Chicago, Thursday night, a family of Germans named Alders got into a difficulty which resulted in the murder of the younger son by the elder. The murderer is in jail.

Mrs. Bridget Cavanah was found dead at her residence in Lemon-alley, Baltimore, yesterday morning. The Coroner held an inquest on the body, and the jury rendered a verdict of suicide by laudanum.

The United States troops stationed on the neutral lands have commenced their departure for Fort Gibson. The cavalry started on Wednesday, and will march through. The infantry will follow by rail on Monday.

A heavy gale blew off a portion of the roof of a nail warehouse in Wheeling, West Va., one end of the walls thirteen inches thick; also, a portion of Bradley's woolen factory, and prostrated a number of telegraph poles.

Leave of absence for six months, with permission to go beyond the sea, is granted to Capt. Robert P. Wilson, Tenth Infantry; Second Lieut. Henry B. Chamberlin, Tenth Infantry, and First Lieut. John Whitney, Eleventh Infantry.

The balances in the United States Treasury yesterday were: Currency, $2,267,419; special deposits of legal-tenders for the redemption of certificates of deposit, $25,150,000; coin, $71,004,291 53, including $23,144,700 in coin certificates.

## TERRIBLE EARTHQUAKE.

### Destruction of San Salvador, Central America—800 Lives Lost, and $12,600,000 of Property Destroyed.

The following dispatch was received in this City yesterday from Key West, having been forwarded from Havana by steamer to that point:

ASPINWALL, April 5, via HAVANA, April 10.—A special courier has just arrived here with the shocking intelligence that the entire City of San Salvador, the capital of the Central American Republic of San Salvador, has been destroyed by a series of earthquake shocks, extending over a period of several days.

The disaster resulted in a terrible loss of life, fully 800 persons having perished in the ruins of the devastated city. So violent were the shocks that it is estimated that property amounting in value to over $12,000,000 was destroyed.

To add to the horrors of the affrighted people, a conflagration broke out as soon as the earthquake subsided, and a large number of buildings were burned. No other details are at hand.

In yesterday's TIMES we published a letter from San Salvador, giving some interesting details of the scenes witnessed during the initial shocks. The series must have continued for nearly a month, judging from the above dispatch. Full details of the disaster will probably not arrive for several days.

**History and Description of the Destroyed City.**

San Salvador, the capital of the Central American Republic of the same name, is situated on a small stream that runs into the Pacific Ocean, 105 miles south-east of Guatemala. It lies in latitude 13° 44′ south, and longitude 89° 8′ west. It was founded in 1528 by Jorge de Alvarado, brother of Pedro de Alvarado, the lieutenant of Cortes, on the site of the Indian town of Cuscutlan, about eighteen miles northward, but in 1539 it was removed to Las Bermudas, the position it now occupies. Under the crown it was the capital of the province, and afterward of Central America until its dissolution in 1839. The Republic is divided into four federal districts for administrative purposes, and they are called from their principal cities San Miguel, San Vicente, San Salvador, and Santa Anna. The Federal District of San Salvador comprises a radius of eleven miles round the city, and on the side of the Pacific to the port of Libertad is twenty-six miles distant. The city is built in a well-watered vale, between wooded heights several thousand feet above the level of the Pacific. The land is peculiarly adapted for agricultural purposes, the principal products being indigo, maize, sugar, &c., and even cotton has been grown, but in no considerable quantity. Tobacco for domestic purposes is produced, not only in the immediate vicinity of the City of San Salvador, but throughout the entire Republic, and wheat, barley, and other productions of the temperate zone, are cultivated in great perfection. The climate is generally salubrious, although its temperature, owing to its less average elevation, is higher than that of Guatemala, Honduras, and Costa Rica. The heat is never oppressive, and the seasons are well defined, the wet season commencing in May and terminating in November. For the remainder of the year the sky is clear and beautiful, and, by comparison, the rain-fall is considerably greater than in any of the adjacent States. The inhabitants of the city fairly represent the general character of the people of the State. The ratio of the white population, or those having a preponderance of white blood, is probably one-fifth; one-third are Indians, and the remainder are ladinos, or persons of white and Indian blood. The number of negroes and mulattoes is insignificant. The Indian inhabitants, though professedly Catholics, adhere to their primitive customs and rites in the city to a certain extent, but in the State, particularly in the Balsam coast, they preserve them with characteristic steadfastness. The Roman Catholic religion is the religion of the State, but there is a marked absence of bigotry, and the private exercise of all forms of worship is guaranteed by law. Education is better fostered than in any city of the neighboring republics, and it contains numerous high schools and one university, which is endowed by the State. About three miles south-east of the city is the volcano of San Salvador, which presents a most beautiful cone with a gently-sloping summit, crowned to the highest peak with thick forests. The crater is partially filled with water, but is perfectly well preserved, is more than half a league in circumference, and rises about 1,000 feet above the table-land on which it stands. The other hills, including those which belong to the volcanic range south, do not rise to a greater height than 1,500 feet above the level of the plain. At different periods the city has suffered from earthquakes, the most notable being those which took place in 1659 and 1854. There is no historical record as to the destruction of life and property in 1659, but in 1853, a year previous to the latest chronicled disaster, San Salvador City contained about 30,000 inhabitants, a large and beautiful cathedral, eight other churches, a university, a female seminary, several hospitals, and two extensive aqueducts for providing a sufficient water supply. The city at that period was in a very flourishing condition, with a rapidly increasing trade, but on the night of the 16th of April, 1854, it was completely destroyed by an earthquake, when over 100 lives were lost and an incalculable amount of property ruined. Subsequently a new government was laid out by the city ten miles nearer the sea, called Nuevo San Salvador, but so general was the purpose of the inhabitants to rebuild their ruined houses that in the year 1855 the Legislature determined to continue the seat of power in the old city. Since that time until the catastrophe which has just occurred, San Salvador has been making rapid advances. Schools, colleges, and churches have multiplied, and the city was beginning to occupy a prouder position than it ever before enjoyed when this last towering misfortune befel it. In all the various vicissitudes through which it has passed, it is to the credit of San Salvador that its influence has always been exerted in favor of a more advanced civilization and on the side of personal and religious liberty.

**An Earthquake in the Eternal City.**

The following account of a shock of earthquake experienced at Rome on the 12th ult., is from the correspondent of the London *Morning Post*, writing on March 13:

Yesterday evening, about 9 o'clock, I was just rising from the dinner-table with a few friends, when our attention was attracted to the gyratory motion of a gas chandelier suspended over the table. While we were wondering what could cause the metal brackets protruding from the wall to oscillate so, we became conscious of an undulatory movement under our feet, giving a sensation of giddiness something akin to seasickness. Suddenly a suspicion of the truth flashed across my mind, and I looked at the clock, observing that it marked 9, and that we should probably find that throughout Rome, and perhaps a great part of Italy, the shock of an earthquake would be registered at that precise moment. Just then two servants came in from the kitchen to ask whether we had rung, adding in a rather dismayed tone that, besides the ringing of the bell suspended there, they had been startled by the jingling of glasses and decanters and the clatter of plates on the dresser, to say nothing of the vibratory motion of a large table at which they were getting their supper. I went into the kitchen and saw the clapper of the bell still agitated and the bronze weight of a steelyard fixed into the wall wagging like a pendulum. In the other rooms of the house the shock produced similar effects and was equally felt, so that, there being no doubt about the cause, I set about obtaining some information to-day respecting what had been noted down in scientific quarters. Father Secchi, the learned astronomer, was in his rooms at the Roman College, correcting some proofs for the press, when he felt an undulatory motion and experienced a sensation of nausea, which made him suspend his work and observe to his assistant that he thought he perceived an earthquake. The assistant thought not, but immediately after, precisely 9:05, an unmistakable shock was felt by both. Father Marchetti, another learned Jesuit, who had gone into the observatory to inspect the magnetic instruments, rushed back to Father Secchi's room in terror, telling him that the instruments were all upset and the observatory was in utter confusion. The observatory clock stopped at the moment of the shock, and this morning its hands were still at 9:05. A similar phenomenon was remarked during the celebrated earthquake at Lisbon. The direction of the earthquake was from south-east to north-west, similar to that of the last disastrous earthquake at Norcia, and it lasted about twelve seconds. There was a good deal of alarm throughout the city, and many people ran out of their houses, for bells were ringing everywhere, lamps and other objects were thrown down, and little birds asleep in their cages were jerked off their perches. The porter's bell in the lofty Convent of Ara Coeli, on the Capitol, was heard to toll lugubriously. In cafés, theatres, and public establishments the gas-light supports oscillated violently, and at the Opera-house, which was crowded on account of the new ballet, "La Semiramide del Nord," the great chandelier waved and shook its lustres so that many ladies were greatly alarmed, and the occupants of some of the upper boxes took to flight precipitately. Fortunately, Victor Emmanuel is not subject to panics, so he remained quietly in his box and enjoyed the new ballet, which turned out a grand success.

**Former Earthquakes Throughout the World.**

Earthquakes have always been the subject of dread to those who live in countries mostly frequented by them, and the mysterious causes of such phenomena have added greatly to the terror inspired by them. "Solid as the earth" is a common expression, and yet in a moment thousands of acres are upheaved by a hidden power, while buildings and even mountains are swallowed up or thrown down, and utter ruin takes the place of prosperity.

Every portion of the globe is susceptible to this remarkable freak of nature, although some regions are more frequently affected by it than others. Countries with a volcanic formation are most subject to these disturbances, although instances have been known where earthquakes have appeared where least expected. Shocks have been felt in different parts of the world at the same time, passing, as it were, under the beds of great oceans, and causing a terrible commotion of those immense bodies of water. The sea has been known, during these commotions, to rise so far above its ordinary level at high water as to inundate the land for miles in extent, and large ships have, by the tidal wave, been carried far inland, the retiring waters leaving them high and dry, even miles from the water's edge.

Sometimes the earthquakes have been but mere sensitive but harmless motions of the earth's surface; while at others the destruction of life and property has been almost incalculable. One of the most destructive of these earthquakes was the one which, in 1775, brought ruin and desolation to the City of Lisbon, destroying the buildings, carrying the quay, with all the living beings who had assembled upon it, down into unfathomable depths, for not a vestige of it or them or of the ships that were in the harbor at the time, were ever again seen. Fully 60,000 persons perished on this occasion, and the huge tidal wave, which followed the earthquake, swept away what little had been left by the shock. Lisbon has never fully recovered from this calamity, which was the second visitation of this character; and the influence of this earthquake was at the same time felt in Germany, on the coasts of Scotland and Sweden, at the West Indies, and even on Lake Ontario, while throughout New-England many buildings were damaged by the shock. At Fez, in Morocco, 12,000 Arabs perished, and half of the Island of Madeira was laid waste. Other earthquakes have been equally destructive, and in some cases more so with regard to human life. The City of Antioch, in Syria, has been several times visited by this sad calamity, and the loss of life is said to have surpassed all calculation. It is but a year ago that this last-named city was destroyed by an earthquake, and the sufferings caused to the inhabitants was fearful in the extreme. South America has also been the scene of many such visitations, which have entailed fearful loss of life and property on the inhabitants, and rendered a residence in the region anything but desirable.

Without going deeply into the subject, the following will embrace a chronological list of the more important earthquakes, from the earliest records down to the present period: About 425 years before the Christian era, Eubœa was made an island by an earthquake, and in the year 372 B. C., Ellice and Bula, in Peloponnesus, were swallowed up. Fourteen years later, a chasm was opened in Rome, when, as Levy informs us, Curtius mounted on horseback, in obedience to an order, and leaped into the yawning abyss. Thirteen years after this event, Duras, in Greece, and twelve cities of Campania, were buried through an earthquake, and all the inhabitants perished. In the year 283 B. C., Lysimachia, with all its inhabitants, was buried, and, seventeen years after Christ's birth, Ephesus and other cities were overturned. Herculaneum and Pompeii were both visited by an earthquake in the year 63, and were finally destroyed by an eruption from Vesuvius in 79. Four cities in Asia, two in Greece, and two in Galatia were overturned in the year 107, and eight years later the first recorded destruction of Antioch took place. In 126 A. D., Nicea, Cæsarea and Nicomedia, in Asia Minor, were overturned, and in 357 about 150 cities and towns in Asia, Pontus, and Macedonia were damaged. The very next year Nicomedia was again demolished, and its inhabitants buried in its ruins. In the year 548 an earthquake was felt all over the known world, and fourteen years later Constantinople was destroyed, and thousands perished. Three years after this event many cities were overturned in Africa, but in 742 A. D. over 500 towns in Syria, Palestine, and Asia were destroyed, and the loss of life has never yet been known. A shock was felt in France, Germany, and Italy in the year 801; and Constantinople, with the whole of Greece, was terribly shaken in the year 986. A slight shock was felt in England about 1089 A. D., and twenty-five years afterwards Antioch and several other towns were destroyed. In the year 1137 Catania, in Sicily, was destroyed, with 15,000 inhabitants, and, less than forty years after, the city of Calabria, with all its buildings and people, was swept into the Adriatic Sea. During the years 1142, 1274 and 1318, England was more or less affected by shocks of earthquake; but in 1456 over 40,000 persons perished at Naples. Lisbon was visited by a terrible earthquake in February, 1531, at which time 1,500 houses and 30,000 persons were buried in the ruins, and in 1580 several churches were partially overthrown in London. In 1596 several cities in Japan were destroyed, and thousands of persons perished, and in 1638 Calabria was again buried in ruins. In 1662 a shock passed through the Chinese territory, and in Pekin alone over 300,000 persons were buried alive. A similar calamity occurred in the year 1731. Jamaica was partially destroyed in 1692, the houses in Port Royal being engulfed "fully forty fathoms deep." In September, 1693, over 100,000 persons perished in Sicily, where 54 cities and 300 villages were destroyed. Catania, for the second time, with its 18,000 inhabitants, not leaving even a trace behind. Palermo was nearly destroyed in 1726, and ten years later, a mountain turned completely round in Hungary. Lima and Callao, in South America, were demolished in 1746, and nearly 20,000 persons perished; and six years later Adrianople was nearly overwhelmed. At Grand Cairo 40,000 persons perished in 1754, and Quito was destroyed the next year, as was also Lisbon, previously alluded to. Four years later an earthquake extended over 10,000 square miles in Syria, at the time when Balbec was destroyed; and in 1767 nearly 2,000 persons lost their lives at Martinico. In 1773 Guatemala, with 8,000 persons, was swallowed up, and five years later Smyrna was destroyed. During the next year, Tauris with 15,000 houses and multitudes of people; Messina and other towns of Italy and Sicily and Archindschan were destroyed, and the loss of life was terrible, another fatal one occurring in Sicily in 1791 and in Naples in 1794, during which year 10,000 persons also perished in three towns of Turkey. The whole country between Santa Fe and Panama was destroyed in 1797, and three years later a destructive shock spread from Constantinople into Roumania and Wallachia. Naples was again visited in 1805, when 6,000 lives were lost; and in 1810, the village of St. Michael's, at the Azores, sunk out of sight, a lake of boiling water taking its place. On March 26, 1812, the City of Caracas, in Venezuela, was destroyed with 12,000 inhabitants; and several destructive shocks visited India in 1819, during which year Genoa, Palermo, Rome, and many other towns were damaged, resulting in great loss of life. In 1824, Calabria and Sicily were again visited, and 6,000 persons perished in Spain in 1829; while four years later, over forty shocks were felt in the Duchy of Parma. Next year Calabria, Cosenza, and other villages were destroyed, with over a thousand persons. A similar disaster again occurring at Calabria during the next year. Southern Syria suffered severely in December, 1836, and Port Royal, Martinique, nearly destroyed in 1839. During 1840 the island of Ternate was laid waste. A destructive earthquake occurred in Armenia, and many persons perished at Zante. Over 5,000 persons lost their lives at Cape Haytien, in San Domingo, in 1842, and Point-à-Pitre, in Guadaloupe was entirely destroyed on Feb. 8, 1843. During 1851 Rhodes, Macri, Valparaiso, and South Italy were destructively visited, 14,000 persons losing their lives at Meldi. In the Fall of 1852 the Philippine Islands suffered severely, Manila being nearly destroyed, and a shock even being felt in England. Thebes, in Greece, was nearly destroyed in September, 1853; and on April 16, 1854, St. Salvador, in South America, was wholly ruined. Anasaca, in Japan, and Simoda, in Niphon, were destroyed on Dec. 23, 1854, Jeddo being much injured by the shock. During 1855 Broussa, in Turkey, and several villages of Central Europe were ruined; and on Nov. 11 Jeddo was again nearly destroyed. On March 12, 1856, at the Island of Great Sanger, one of the Moluccas, nearly 3,000 lives were lost; while on Oct. 12 of the same year, several islands sunk in the Mediterranean. In 1857 Calabria and other towns were again destroyed, and 22,000 lives were lost in a few seconds, making a total loss in the kingdom of Naples alone of 111,000 inhabitants in seventy-five years. Corinth was nearly destroyed in 1858, and 5,000 persons perished at Quito on March 21, 1859, during which year Erzeroum, in Asia Minor, was visited, and 1,000 persons lost their lives. On Dec. 8, 1859, many buildings were destroyed at San Salvador, but no lives were lost, and two slight shocks were felt that Winter in Cornwall, England. During 1861 several lives were lost at Perugia, Italy, at Corinth, and other places in Greece, while at Mendoza, in South America, two-thirds of the city was destroyed and 7,000 lives lost. On Dec. 19, 1862, over 150 buildings and fourteen churches were destroyed in Guatemala, and a few month afterward thirteen villages were ruined at Rhodes. On June 3, 1863, Manila, in the Philippine Islands, was again destroyed with 10,000 inhabitants and much valuable property; and during that Fall a shock passed over the central, west, and north-west of England. On July 18, 1865, several persons were killed and 200 houses destroyed at Macchia, &c., in Sicily; while, during the same year, a destructive earthquake visited San Francisco, Cal. Over 2,000 shocks were experienced in the Sandwich Islands during the first half of April, 1868, and the destruction of life and property was very great; and, on Aug. 13 of the same year, Peru, Ecuador, and Chili were terribly devastated by a violent earthquake, which destroyed several large cities along the coast, a huge tidal wave finishing the destruction. Between 20,000 and 60,000 persons on this occasion lost their lives, the exact number never having yet been arrived at. Several slight shocks have been felt in different portions of the globe during 1869, 1870, and 1871; but in 1872 Antioch, in Syria, became again the scene of terrible destruction of both life and property. During that year California, Oregon, the North Pacific, New-Hampshire, North Missouri, Nevada, Virginia, Caucasus, Iceland, Japan, Sioux City, Long Island and Westchester County, were affected by shocks of earthquake, although not of a serious character, but illustrative of the fact that no spot of the whole earth is free from the influences of this destructive phenomena.

## UTAH.

### Brigham Young Going to Arizona—A Cook Shot by a Desperado.

SALT LAKE CITY, Utah, April 11.—It is known that Brigham Young will resign the Presidency of the Utah Central and Southern Railroads, and accompany the missionary company to Arizona. The company will be large, as they are intended to be employed in building the Southern Pacific Railroad. Emigration will be promoted, in order to increase the mission, and the political control of Arizona is looked to.

The Bar of Salt Lake City gave a banquet on the retiring of Judge C. M. Hawley, this evening at the Walker House, as a mark of appreciation. Judge Emerson, the newly-appointed judge, and a number of jurists and gentlemen were present.

John Waulker, a cook at Granite, Little Cottonwood, was instantly killed, last night, by John H. Bradley, by a pistol-shot in the neck. Waulker was drunk and flourishing a knife. Bradley has figured in the Penitentiary history of Montana, and is a hard character. He has been arrested.

**Two Small Boys Drowned—The Body of an Unknown Man Found in the Hudson.**

WILKESBARRE, Penn., April 11.—This afternoon a son of Thomas Lamb, Esq., ten years of age, while playing on a raft, slid into the river and was drowned. The accident occurred in front of the Wyoming Hotel, and several persons witnessed it without offering any assistance.

SHARON SPRINGS, N. Y., April 11.—A son of Mr. William Hitchman, nine years old, fell into the creek yesterday afternoon, and although search has been made for miles, the body has not been found.

NEWBURG, N. Y., April 11.—The body of an unknown man was found floating in the Hudson this afternoon, about two miles north of this city. He is supposed to have been drowned during the Winter. An inquest has been ordered.

**The Pattenburg Rioters Indicted for Murder.**

FLEMINGTON, N. J., April 11.—The Grand Jury of Hunterdon County has just adjourned, having brought in bills of indictment against Barney McFadden, Pat Deloy, David College, John Boyne, Pat McCoy, and John Colle, charging them with murder in the first degree. They were concerned in the riot at Pattenburg in September last, in which two negroes and one Irishman were killed. The testimony produced bears very strongly against McFadden and Deloy. The trial has been set down for the 28th inst.

**The Peace Commissioners Abandon the Modocs.**

SAN FRANCISCO, April 11.—The Peace Commissioners have become disgusted with the Modocs, and have returned to camp. There is no hope of peace. Riddle's squaw was sent today to have one more talk, which will probably be the last. The Modocs insist upon having Hot Creek and Cottonwood. The troops are expecting orders to march on the lava beds at any moment.

**Crop Prospects in California.**

*From the San Francisco Bulletin, March 29.*

The outlook is just now very favorable; all grain has been sown for the season, except oats and some barley for hay. The early sown grain is well advanced, while that which was sown late on heavy soils in the valleys will depend entirely on future showers for a tolerable crop. Putting together the accounts which come in from different sections of the State, it is apparent that farming operations never were prosecuted here on so extensive a scale as during the present season. That which has become the leading interest in this State never was so much so as now. We may, or may not, turn out $20,000,000 from the gold and silver mines; the product will hardly exceed these figures. But when the agricultural product of the State is expected to range from $75,000,000 to $100,000,000 for a single year, all that affects favorably or adversely interests of such magnitude is canvassed with not a little anxiety.

**Death from Delirium Tremens.**

Matthew Morrison died in Bellevue Hospital yesterday, from delirium tremens. He resided at No. 515 West Thirty-eighth-street, where on the 18th of March last, the body of a homeless woman named Mary Fagan was found, she having been trampled to death during a drunken fight the night previous. Morrison was arrested and committed to the House of Detention by Coroner Young. He was suffering from delirium tremens at the time, and his condition became so bad that his removal to Bellevue Hospital became necessary, but he never rallied. Coroner Young has been notified, and will hold an inquest.

## THE ATLANTIC.

### Valuables Found on the Bodies of Victims, and Now in the Hands of Magistrates.

HALIFAX, N. S., April 11.—The following is a list of money and valuables found on the bodies and held by Mr. Edmund Ryan, a magistrate:

Lot No. 1. Frances Macigward, stewardess, 5 sovereigns and $2 05 in silver.

No. 2. Mrs. Davidson, 23½ sovereigns, United States paper $151, a letter of credit from the London County Bank Company on Faulkner, Bell & Co., San Francisco, in favor of Mrs. Lawson Davidson, for $150.

No. 3. Christopher Moore, 5 sovereigns, $25 United States paper; draft drawn by the Hibernia Bank at Liverpool on Messrs. Harlett, Hares, Hambrey & Lloyd, London, for $100; silver watch and chain.

No. 4. John Croke, 36½ sovereigns; 37 cents, silver; deposit receipt of National Bank at Kilkenny, dated 17th March, 1873, for £150.

No. 5. Unknown, a silver watch.

No. 6. Unknown, 25 Bank of England note.

No. 7. Unknown, fifteen gold 20 franc pieces and a silver watch.

No. 8. Unknown, $31 United States paper, and a lot of keys.

No. 9. Unknown; 15 sovereigns.

No. 10. Unknown; a twenty-dollar gold piece and 5 sovereigns.

No. 11. Unknown; $12 50 in gold, a silver watch, and a pin.

No. 12. Unknown; 5 sovereigns.

No. 13. Unknown woman; 50 cents.

No. 14. Unknown man; 4½ sovereigns.

No. 15. Unknown woman; 35 sovereigns.

No. 16. Unknown man; a twenty-dollar gold piece.

No. 17. Mr. Hosford; $25 in gold and $5 in silver.

No. 18. Unknown man; $60 in gold and $5 in silver.

No. 19. Unknown man; $140 in gold and $125 in silver.

No. 20. Unknown man; 5 sovereigns and 50 cents silver.

No. 21. Unknown woman; 1 sovereign.

No. 22. Mrs. Ann Smith, No. 512 West-street; 5¼ sovereigns.

No. 23. Unknown man; $97 75 in United States currency, a silver watch, chain, and a gold locket.

No. 24. Wm. Williams; one pistol, nine sovereigns, one chain, $2 25 in silver, and one lot of German manuscript, including a draft for ten Prussian thalers.

No. 25. Robert H. Eccles; twenty-one sovereigns.

No. 26. An unknown woman; seven sovereigns, one plain ring, one bunch of keys, and one silver chain.

ARTICLES PICKED UP.

The following articles were picked up: Three silver watches, with common chains; six plain gold rings; one emigrant passenger-ticket for two, dated at London, and good from New-York to Chicago, via the New-York Central, Great Western, and Michigan Central Roads; one emigrant passenger-ticket from Chicago to Nebraska, with checks attached; a bill of exchange drawn by Wm. M. H. Hayward dated March 4, 1873, on Geo. Harris, Land Commissioner, Burlington and Missouri River Railroad Company, Lincoln, Neb., payable to order of G. Fletcher, for £100; a marriage certificate of Joseph Booth Haywood and Hannah Hooley, of Lower Broughton, Lancashire, dated Feb. 28, 1873.

All the above articles were delivered to the Collector of Customs to-day by Mr. Ryan.

The following articles were saved and delivered to N. P. Christian:

Lot 1. Two rings supposed to belong to Albert Sumner, one being a signet marked "S," and the other a plain one marked "From Allan to Albert."

Lot 2. Taken from a vest, five twenty-franc gold pieces, two ten-franc pieces, 1 five-franc piece, and one silver watch.

Lot 3. Two Post-office orders, Nos. [illegible], for $40 each, drawn in Rockland, Me., and payable to Amanda Richards, Surrey, England; a receipt by J. W. Lawrence, Boston, for [illegible], from John Richards, dated Sept. 21, 1872, for a draft on the Metropolitan Bank for £0 sterling.

Lot 4. A silver watch, marked on the inside "Mr. Hawkins," and showing that it had been cleaned and repaired at Bridgetown, Tees, England.

Besides these, there is a lot in the hands of Mr. Longard, another magistrate, who has refused to give it up to the Collector.

THE SMUGGLED SILK STORY UNTRUE.

The customs authorities are now satisfied that the story of silk being found in crockery crates was untrue. The brig D. W. Hennessey has been chartered to take to New-York the goods already recovered from the wreck. A large schooner, sent by the Coast Wrecking Company for the same purpose, was at Liverpool, N. S., yesterday, and will reach Prospect to-night.

TOO ROUGH FOR DIVERS.

To-day the sea was so rough that not much work could be done at the wreck. One of the New-York divers went down and attempted to reach the cabin, but owing to the undertow he had to desist. He will try again to-morrow.

No bodies were recovered to-day.

Powder was sent to the wreck and will be employed in blowing a hole to-morrow.

**Railroad Meeting in Baltimore—Discussing a Lease to the Pennsylvania Central.**

*Special Dispatch to the New-York Times.*

BALTIMORE, April 11.—A meeting of the stockholders of the Northern Central Railroad was held to-day to take action on the proposed lease to the Pennsylvania Central. It was intended to give the opposition a hearing and strengthen the injunction against the lease, but they seem to have changed their views lately, and are now only holding out for better terms than five per cent. Six is the lowest agreeable, and other propositions are seven and eight. No offer has yet come from Scott, but it is known he will take it on his terms. A committee was appointed at the meeting to-day to consult on the conflicting views of the stockholders, and report at a future day.

**The Ohio Constitutional Convention.**

COLUMBUS, Ohio, April 11.—The latest figuring on the Constitutional Convention shows the following result: Regular Republicans elected, 50; Independent Republicans, 14; Regular Democrats, outside of Hamilton County, 42; in Hamilton County, 5 Democrats, 10 Liberal Republicans, and 4 candidates elected whose names were on both tickets. Both parties claim the convention, but it is impossible to know which has a majority until the official returns are received.

**Condemnation of the White Star Line Managers.**

HALIFAX, N. S., April 11.—A meeting of the friends of the lost cabin passengers of the Atlantic was held at the Halifax Hotel to-night, at which resolutions were passed condemning the White Star line managers for not taking more vigorous measures to recover the bodies.

**Dastardly Assault on a Saloon-Keeper in Philadelphia.**

PHILADELPHIA, April 11.—This afternoon Wm. Sanders, George Fletcher, and Michael Connor entered the beer saloon of Philip Reese, No. 216 Pear-street, and stabbed the proprietor in the neck, both wrists and the face. They were subsequently arrested. Two of the gang are members of the fire department. The wounds are serious.

## CITY ADVERTISING.

### Letter of Controller Green to the State Senate—What It Cost in Five Years.

DEPARTMENT OF FINANCE, CONTROLLER'S OFFICE, NEW-YORK, April 10, 1873.

*To the Honorable the Senate:*

I have received from the Senate the following resolution:

"IN SENATE, ALBANY, March 18, 1873.

*Resolved*, That the Controller of the City of New-York be requested to communicate to the Senate a statement showing the amounts claimed and amounts paid to the various newspapers of the City during the last five years, and also of the claims which have been presented and amounts paid to each in settlement, upon his accession to office, basis of settlement, when settled, and other matter to aid any legislation."

In the performance of the duty imposed upon me by this resolution, schedules are herewith submitted showing:

"A"—The amounts actually paid for advertising for the City and County in each of the years 1867, 1868, 1869, 1870, 1871, and the total paid for these five years amounting to the sum of $3,068,759 28.

"B"—The cost of advertising for the City and County in 1871, $1,093,369 87; in 1872, $145,550 10; being a reduction in one year of $947,819 77. There is but little doubt that if the Legislature does not pass any laws compelling more City advertising that the cost of it will in 1873 be still further reduced.

"C"—The amount of claims presented to the Board of Audit under chapter 375, laws of 1872, being $2,112,236 57, and the amount allowed thereon, to wit: the sum of $500,917 17. The amount of $819,684 29 of claims which have not yet been finally settled, are, it is believed, generally very excessive, some are without authority, and some wholly spurious. A statement of these claims will be found in schedule B.

"D"—The total cost paid for advertising for five years, to wit: $3,569,676 45, which, with a further large amount of claims presented since 1871, but not allowed, would make a total of claims for five years of $5,180,995 85.

"E"—A tabulated form of the arrangement of the claims and the examination and report thereon by the examiners.

"F"—Form of affidavit required of publishers.

"G"—The form of certificates of examiners as to previous payment of bills presented.

In submitting these results in the condensed form of tables, the undersigned deems it necessary to accompany these with a few explanatory comments.

Among the most numerous and extensive of claims presented at the Finance Department were those of the proprietors of newspapers for City and County advertising, and they were of a very complicated, confused, and voluminous character.

It is difficult to describe the artifices and devices by which many of these claims have been put upon the Treasury. The necessity of dealing with demoralized officials begot a class of equally demoralized agents; each acted upon and debauched the other.

The advertising claims began to swell into excessive proportions about the year 1868, in which year they were paid at $81,421 74; thenceforward they steadily increased in volume up to 1871, in which year they were $1,093,369 87.

Assuming the duties of Controller in the latter part of that year, the undersigned found the Treasury practically empty, but the claims for advertising were immediately urged with pertinacity, though there were no means to pay even those of them that were just. The reputable standard papers were very far from being the chief beneficiaries of this class of patronage; it was bountifully bestowed upon persons who procured the printing of sheets which were neither newspapers, nor useful in any sense as mediums of advertising. They were without circulation, and so obscure that even their names were unknown. They were wholly dependent upon the avails of the public advertising, and when that was withdrawn they ceased to exist.

The Legislature of 1872 passed a very liberal act (chapter 375) for the settlement of these claims.

It became immediately apparent that the extravagant expectations of some of these claimants must be dissipated, and as the courts were repeatedly appealed to by them to establish their claims they were as often resisted.

A great variation in prices, rates, size of type, measurement, authority to publish, and extent of circulation, were involved.

It was necessary in their examination to understand the mysteries of the printing office, and it was evident that to do justice this examination must be reduced to a system, and such a system was devised, comprehending the following features:

1. The services of men of integrity and character, experts in printing and newspaper advertising, were engaged to analyze the claims and ascertain the quantity of advertising done. This was to be accomplished by a careful examination of the volumes or files of the newspaper, which the publisher was required to produce. Each individual paper was examined to see if the advertisement charged for had been inserted in each paper as claimed; that is, if an advertisement was charged for as inserted fourteen times, each of the fourteen papers in which it was alleged to have been inserted was examined to see if the number of times and lines charged for was correct; next that the size of the type was correct, inasmuch as many of the papers used an unusually large type in order to lengthen the advertisement by increasing the number of lines.

2. The matter of rate or price at which the advertisement was to be paid for was referred to examiners, who ascertained and reported on the actual price at which the advertisement should be charged in any given paper. This, with papers other than the standard papers, was often a very difficult task.

3. One or more clerks were detailed to search the files of the department, to ascertain whether any advertisement for which pay was now claimed had been before paid. (See schedule G.)

4. It was also necessary to ascertain whether the advertisements charged for were authorized by law. Some papers were accustomed to copy advertisements from the authorized journals without any authority whatever, and present their bills for payment as though they had some right or authority to do so; and this was often long after the period had expired when they could be of any utility.

5. All these matters were put in a form of a tabulated sheet, one of which, as a specimen, is herewith annexed. (See schedule E.)

6. The publisher was required to make affidavit to his claim. (See schedule F.)

All this having been gone through with, the results were laid before the Board of Audit, in those cases in which its action was required, and the claim was acted on, and passed, rejected, or modified. There was taken from the Treasury for the work claimed to be due by a journal called the *Transcript*, which was the peculiar property of the next friends of certain well-known ex-officials, the sum of $190,461 65 in the year 1871. In five years there was paid to this journal $783,498 09, and a claim for $136,160 20 is still presented, making a total of $919,658 29 for this paper, and it is understood that more is to come in. The work formerly done by the *Transcript* is now better done for the sum of $6,500 per annum.

In the examination of these claims there was found a great diversity in prices charged, and in the method of computation adopted by the various journals; papers of standard character with large circulation were exceeded in the rates for advertising demanded by unknown sheets of but trifling circulation. Enormous demands were made for advertisements which were set up in a larger sized type, and charged for as having been printed in type two or three sizes smaller, the result being that an advertisement would occupy twice or thrice the space to which it was legitimately entitled, thus more than doubling the amount of the bill. The [illegible] was also taken in space out and [illegible] the length of the advertisement without the slightest advantage to the public. Another practice that discriminated with great injustice against leading journals of established capital and character, was the printing by a job printer of voluminous public documents like the Mayor's message of 1871, with reports of all the departments in full, and the official canvass, covering sometimes from ten to twenty-six large newspaper pages, or from 60 to 150 newspaper columns. The enterprising printer sold them at a price per thousand to various newspapers, which issued them with their sheets, charging their full rates for advertising, as if the same had been printed in their regular issue. Demands for this service were made of amounts from $5,000 to $12,000, for printed sheets which were bought of the job printer for less than $500.

These advertisements were often simply jobs designed to afford large bonuses to parties who actually rendered no service, and who failed to produce the evidence of having published them, or even the evidence by the production that their papers were published at all for the periods for which they claimed payment. It was ascertained that the proceedings of the Common Council were sometimes charged at rates 300 per cent. greater than those paid by ordinary business advertisers.

Several claims presented included amounts, which had been paid for in previous years, and it was no small task to go through the mass of rubbish of old newspaper slips to ascertain this fact.

In one instance a claim was presented for a large sum for advertising which had previously been paid, and a further examination developed the fact that more than one-fourth of the advertising thus once paid for, and a second time charged for, *had never been done at all*.

A claim of the same party was presented to the Board of Audit for $46,331 42. As the examination showed all the services rendered would be well compensated by the payment of $13,864, that amount was therefore paid, involving a reduction of $32,467 42.

One journal published the voluminous message of an ex-Mayor, with the accompanying documents, and while its readers supposed they were being furnished with these public papers as part of the "news" of the day, they were actually reading it at the expense of $1 a line, while the rates for ordinary advertising in the same paper were but forty cents a line, this difference between $1 and forty cents per line amounting to $11,000.

The claims of newspapers seem heretofore to have been paid, when paid, at pretty much whatever they chose to ask, without much examination or question.

The great bulk of these claims is for a class of advertising matter of no interest or utility to one in 100 of the community, and much of it of no use to anybody. There is a class of public advertising, however, that should have wide circulation in the best papers, but the great portion of it, by which the obscure journals have drawn these sums from the Treasury, could be done in a way to accommodate those interested at a cost of five per cent. on what has been paid it.

There is a wide difference in the grounds for making these reductions. It would be unjust to conclude in all cases that because a reduction has been made in settling a claim that the claim as presented involved fraudulent charges or wrong intent on the part of the claimant, while in some cases the intent to take improper advantage of the Treasury is but too clear.

In many cases insufficient authority, misunderstanding and incidental irregularities gave rise to reasonable differences of opinion, and deductions might be and in some instances, were the result of conclusions from which the claimants might honestly differ. The standard journals, on a fair consideration of the numerous points and questions involved, generally acquiesced in the reductions made.

With great respect,

ANDREW H. GREEN, Controller.

### SCHEDULE A.

*Payments prior to accession to office of present Controller for advertising by the City and County of New-York, for the five years, 1867, 1868, 1869, 1870, and 1871*

| NAME OF NEWSPAPER. | 1867. | 1868. | 1869. | 1870. | 1871. | Total five years. | Allowances by Board of Audit on claims chiefly for years 1867, 1868, 1869, 1870, 1871, remaining unpaid when present Controller took office.* | Total five years, including amounts allowed by Board of Audit. | REMARKS. |
|---|---|---|---|---|---|---|---|---|---|
| DAILY PAPERS. | | | | | | | | | |
| Transcript | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | $783,498 09 | ...... | $783,498 09 | Publication discontinued |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 421,623 07 | 38,357 60 | 459,980 67 | |
| [illegible] | ...... | [illegible] | [illegible] | [illegible] | [illegible] | 216,477 41 | [illegible] | 241,711 01 | Publication discontinued |
| [illegible] | ...... | 10,467 55 | 15,717 15 | 37,283 67 | 87,460 27 | 153,867 64 | 34,444 80 | 188,242 44 | |
| [illegible] | 4,540 70 | 7,460 20 | 67,333 96 | 4,906 60 | 43,483 04 | 122,019 50 | 7,608 40 | 130,621 90 | |
| World | 12,277 65 | 27,946 90 | 13,267 68 | 26,174 66 | 39,565 67 | 129,224 97 | 28,015 20 | 157,239 17 | |
| [illegible] | 3,237 29 | 24,843 82 | 22,362 47 | 22,595 01 | 21,784 36 | 106,950 45 | †13,825 15 | 120,775 60 | |
| [illegible] | 1,036 60 | 36,442 17 | 1,343 60 | 784 00 | 25,934 72 | 67,580 10 | 33,470 80 | 101,050 90 | |
| [illegible] | 3,274 00 | 1,345 72 | 14,022 50 | 18,617 40 | 24,447 80 | 65,917 48 | 22,574 40 | 91,491 88 | |
| [illegible] | 1,108 40 | 22,619 75 | 7,984 29 | 16,870 76 | 2,390 00 | 48,910 19 | 28,940 30 | 82,851 49 | |
| [illegible] | 689 45 | 1,077 78 | 4,727 08 | 27,627 64 | 8,708 80 | 42,830 88 | 32,220 70 | 75,103 08 | |
| [illegible] | 1,832 60 | 27,544 8[illegible] | 28,835 60 | 4,725 00 | 47 60 | 55,505 92 | 16,078 80 | 72,484 72 | |
| Evening Telegram | ...... | 2,742 20 | 20,152 75 | 26,490 50 | 716 00 | 49,962 45 | 13,847 80 | 63,800 25 | |
| [illegible] | 3,825 10 | 11,342 48 | 12,212 36 | 1,242 50 | 6,914 10 | 38,544 04 | 16,303 90 | 54,847 94 | |
| Evening Mail | 21 60 | 31 80 | 3,380 60 | 12,166 00 | 4,008 00 | 19,607 40 | 25,961 95 | 45,569 35 | |
| Globe and Evening Press | ...... | ...... | ...... | 12,341 80 | 399 00 | 12,740 80 | 12,968 68 | 25,708 98 | Publication discontinued |
| Evening Post | 962 81 | 4,335 64 | 5,602 35 | 3,416 10 | 7,284 11 | 21,820 71 | †1,319 25 | 23,160 96 | |
| New-York Staats Zeitung | 72 60 | 9,344 08 | 3,210 53 | 2,316 45 | 641 40 | 15,885 01 | †7,865 60 | 23,750 61 | |
| Abend Zeitung | 53 80 | 1,110 21 | 2,673 30 | 3,604 80 | [illegible] | 9,283 81 | 3,220 60 | 12,524 41 | |
| Journal of Commerce | 31 20 | 5,280 06 | 989 36 | 1,821 90 | [illegible] | 7,782 81 | 2,580 33 | 10,363 14 | |
| [illegible] | ...... | 551 40 | 2,552 70 | 836 85 | ...... | 3,940 96 | 2,364 90 | 6,105 85 | |
| [illegible] | ...... | 153 50 | 677 40 | 410 00 | 812 50 | 2,053 40 | 3,213 40 | 5,276 8[illegible] | |
| [illegible] | ...... | ...... | 275 00 | 3,383 88 | ...... | 3,663 88 | ...... | 3,663 88 | Publication discontinued |
| [illegible] | 14 40 | ...... | 414 00 | 1,837 00 | ...... | 2,2[illegible] 40 | 838 80 | 2,101 20 | |
| [illegible] | ...... | ...... | ...... | 1,914 45 | 1,112 80 | 3,028 25 | 34 20 | 3,062 45 | Publication discontinued |
| Daily Bulletin | ...... | ...... | 247 66 | 1,343 68 | ...... | 1,591 34 | 531 60 | 2,122 94 | |
| [illegible] | ...... | ...... | 860 25 | 1,217 50 | ...... | 2,077 75 | ...... | 2,077 75 | Publication discontinued |
| [illegible] | 58 25 | ...... | ...... | ...... | ...... | 58 25 | 250 00 | 308 25 | Publication discontinued |
| WEEKLY PAPERS. | | | | | | | | | |
| Sunday Mercury | 642 00 | 2,775 31 | 2,245 15 | 22,719 13 | [illegible] | 98,113 69 | 13,864 00 | 112,977 69 | |
| New-York Atlas | 2,035 70 | 4,280 68 | [illegible] | 12,260 78 | 40,723 75 | 79,170 98 | 9,936 15 | 89,107 13 | Publication discontinued |
| Metropolitan Record | 2,454 21 | 4,293 79 | 17,220 69 | 14,297 79 | 36,310 13 | 74,561 61 | 12,480 47 | 87,042 08 | Publication discontinued |
| Round Table | ...... | 17 00 | 3 00 | ...... | ...... | | | | |
| N. Y. Citizen and Round Table | 2,223 60 | 12,776 53 | 15,021 63 | 22,271 12 | 28,004 98 | 80,428 25 | 3,518 25 | 83,946 50 | |
| Irish American | ...... | 1,182 61 | 2,020 40 | 17,454 75 | 36,456 50 | 57,077 26 | 15,449 61 | 72,526 87 | |
| New-York Leader | 2,312 15 | 15,285 19 | 15,254 41 | 18,946 62 | 7,042 92 | [illegible] | ...... | 58,521 29 | Publication discontinued |
| Real Estate Record Association | ...... | ...... | 735 50 | 1,871 40 | 39,101 04 | 41,707 94 | 1,552 00 | 43,259 94 | |
| New-York Courier | 1,677 00 | 9,766 61 | 6,957 25 | 2,008 34 | ...... | 20,406 20 | 2,764 75 | 23,170 95 | |
| [illegible] | ...... | [illegible] | [illegible] | [illegible] | [illegible] | 12,207 22 | 6,931 50 | 22,138 72 | |
| New-York Dispatch | 2,066 85 | 9,667 77 | 920 81 | 676 25 | ...... | 14,240 78 | 1,110 18 | 15,350 96 | |
| Sunday Times | 655 80 | 1,252 63 | 273 50 | ...... | 2,721 60 | 5,652 93 | 7,725 00 | 13,377 93 | |
| Democratic Alliance | ...... | ...... | ...... | 6,982 90 | 4,540 00 | 11,522 90 | ...... | 11,522 90 | Publication discontinued |
| Official Railway News | ...... | ...... | ...... | 10,422 25 | 684 90 | 11,107 15 | ...... | 11,107 15 | Publication discontinued |
| New-York Argus | ...... | ...... | 30 00 | 8,486 82 | 570 75 | 9,087 57 | ...... | 9,087 57 | Publication discontinued |
| Freeman's Journal | 35 00 | 1,330 00 | 919 60 | 1,442 15 | 2,220 75 | [illegible] | 837 25 | 8,682 61 | |
| L'Eco d'Italia | 2 00 | 2 10 | 512 60 | 2,154 40 | 1,950 00 | 4,622 50 | 3,672 65 | 8,294 95 | |
| New-Yorker | 401 55 | 1,878 92 | 3,533 83 | 500 90 | 159 00 | 6,584 20 | 1,360 00 | 7,944 20 | |
| Irish People | ...... | 230 57 | 878 16 | 2,092 00 | 4,000 00 | 6,700 72 | ...... | 6,700 72 | |
| Irish Citizen | ...... | 252 21 | 890 95 | 676 85 | 46 75 | 1,866 76 | 4,246 60 | 6,113 36 | Publication discontinued |
| Hebrew Leader | 12 00 | 85 61 | 1,127 15 | 1,815 55 | 1,545 20 | 4,585 51 | 854 05 | 5,439 56 | |
| New-York Tablet | ...... | 858 16 | 2,237 40 | 1,452 75 | ...... | 4,548 31 | 409 60 | 5,057 91 | |
| Sunday Democrat | ...... | ...... | ...... | 4,000 00 | 723 00 | 4,723 00 | ...... | 4,723 00 | |
| Irish Republic | ...... | ...... | 100 00 | 424 00 | 4,167 15 | 4,691 15 | ...... | 4,691 15 | Publication discontinued |
| Irish Tribune | ...... | ...... | 2,118 00 | 1,612 50 | ...... | 3,730 10 | 500 00 | 4,230 10 | Publication discontinued |
| Spirit of the Times | ...... | ...... | ...... | ...... | 4,000 00 | 4,000 00 | ...... | 4,000 00 | |
| New-York Albion | ...... | ...... | 313 00 | 91 20 | ...... | 404 20 | 2,618 00 | 3,022 20 | |
| American Real Estate Journal | ...... | ...... | 50 40 | 1,350 15 | ...... | 1,400 55 | 1,250 00 | 2,650 55 | |
| Scottish American Journal | ...... | ...... | 461 00 | 235 25 | ...... | 978 57 | 1,233 60 | 2,212 17 | |
| Jewish Times | ...... | 232 32 | 111 30 | ...... | 217 50 | 711 30 | 1,966 30 | 2,687 60 | |
| Cosmopolitan | ...... | ...... | ...... | [illegible] | ...... | 2,092 50 | ...... | 2,092 50 | Publication discontinued |
| Home Gazette | ...... | 730 42 | 905 77 | 310 30 | ...... | 2,046 20 | ...... | 2,046 20 | Publication discontinued |
| Jewish Messenger | ...... | 4 00 | 122 20 | 209 70 | ...... | 436 90 | 1,399 60 | 1,836 50 | |
| National Quarterly Review | ...... | 100 00 | 600 00 | 687 50 | 312 50 | 1,700 00 | 125 00 | 1,825 00 | |
| New-York Era | 609 65 | ...... | ...... | 820 30 | ...... | 1,429 95 | ...... | 1,429 95 | |
| Police Gazette | ...... | ...... | ...... | ...... | ...... | 1,250 00 | 1,250 00 | 1,250 00 | |
| Home Journal | ...... | ...... | ...... | ...... | 790 50 | 790 50 | 75 00 | 865 50 | |
| Wall-street Journal | 49 00 | 77 40 | 128 95 | 30 00 | ...... | 285 35 | 553 35 | 838 70 | |
| Frank Leslie's Illustrated News | ...... | 795 00 | ...... | ...... | ...... | 795 00 | ...... | 795 00 | |
| Irish World | ...... | ...... | ...... | ...... | ...... | 756 00 | 756 00 | 756 00 | |
| Emerald Publishing Company | ...... | ...... | ...... | 624 60 | ...... | 624 60 | ...... | 624 60 | Publication discontinued |
| Literary Album | ...... | ...... | 176 65 | 438 80 | ...... | 615 45 | ...... | 615 45 | Publication discontinued |
| Truth-Teller | ...... | ...... | 584 03 | ...... | ...... | 584 03 | ...... | 584 03 | Publication discontinued |
| Weekly Plaindealer | ...... | ...... | ...... | 188 10 | 256 45 | 444 55 | 19 20 | 463 75 | Publication discontinued |
| El Correo Hispano Americano | ...... | ...... | 440 00 | ...... | ...... | 440 00 | ...... | 440 00 | Publication discontinued |
| New-York Journal Association | ...... | ...... | 428 25 | ...... | ...... | 428 25 | ...... | 428 25 | |
| Engineering and Mining Journal | ...... | ...... | ...... | 336 00 | ...... | 336 00 | ...... | 336 00 | |
| Sunburst | ...... | ...... | ...... | 383 70 | ...... | 383 70 | ...... | 383 70 | Publication discontinued |
| Atlantische Blaetter | ...... | ...... | ...... | 83 20 | 236 00 | 319 20 | ...... | 319 20 | |
| American Railroad Journal | ...... | 15 75 | 43 25 | 15 00 | ...... | 74 00 | 41 00 | 115 00 | |
| [illegible] and Financial Chronicle | 9 00 | ...... | 103 40 | ...... | ...... | 112 40 | ...... | 112 40 | |
| [illegible] | ...... | 80 00 | ...... | ...... | ...... | 80 00 | ...... | 80 00 | |
| New-York Programme | ...... | ...... | 62 00 | ...... | ...... | 62 00 | ...... | 62 00 | Publication discontinued |
| [illegible] | ...... | 15 00 | 43 20 | ...... | ...... | 58 20 | ...... | 58 20 | |
| News from Germany and Switzerland | ...... | ...... | ...... | ...... | 55 25 | 55 25 | ...... | 55 25 | Publication discontinued |
| New-York School Journal | ...... | ...... | ...... | ...... | ...... | 45 30 | 45 30 | 45 30 | |
| [illegible] | ...... | ...... | ...... | 43 00 | ...... | 43 00 | ...... | 43 00 | |
| [illegible] | ...... | ...... | 29 00 | 7 50 | ...... | 36 50 | ...... | 36 50 | Publication discontinued |
| Corner Stone | ...... | ...... | ...... | 33 00 | ...... | 33 00 | ...... | 33 00 | |
| [illegible] | 12 00 | ...... | ...... | ...... | ...... | 12 00 | ...... | 12 00 | |
| American Artisan | ...... | ...... | 12 00 | ...... | ...... | 12 00 | ...... | 12 00 | |
| Total | $311,327 25 | $552,253 21 | $676,662 97 | $816,446 78 | $812,069 07 | $3,068,759 28 | $500,917 17 | $3,569,676 45 | |

* A very small part of this is for years prior to 1867. † Amounts recommended by Examiners not yet acted upon by the Board.
‡ Oswald Ottendorfer, Esq., proprietor of the New-Yorker Staats Zeitung, is unwilling to avail himself of the provisions of a special law passed for the benefit of newspapers, and therefore declines to accept any amount under its provisions.

### SCHEDULE B.

*Comparative Statement of the Cost of Advertising for the City and County of New-York, for the Years 1871 and 1872.*

Those marked * include payments belonging to 1872, made in 1873, and claims of 1872 unpaid. Those marked † are estimated.

| Name of Newspaper. | 1871. | 1872. |
|---|---|---|
| DAILY PAPERS. | | |
| Daily News | $112,675 71 | $17,182 40* |
| Transcript | 190,461 65 | Nothing. |
| Daily Star | 88,413 71 | 7,161 20* |
| Democrat, (Pomeroy's) | 92,494 87 | Nothing. |
| Herald | 56,527 53 | 37,476 60* |
| Express | 51,263 44 | [illegible] |
| New-York Sun | 44,709 80 | 21,323 00* |
| World | 37,760 87 | 10,271 00* |
| Commercial Advertiser | 33,228 31 | 10,000 00† |
| Tribune | 19,795 50 | 7,047 40* |
| Evening Post | 8,294 65 | 54 08 |
| Evening Mail | 14,079 66 | 337 67 |
| New-Yorker Demokrat | 8,079 96 | Nothing. |
| Evening Telegram | 7,091 00 | Nothing. |
| New-Yorker Staats Zeitung | 6,924 65 | [illegible] |
| Abend Zeitung | 5,454 60 | Nothing. |
| Globe and Evening Press | 3,035 65 | Nothing. |
| Messager Franco-Americain | 1,949 55 | Nothing. |
| New-York Standard | 1,112 80 | 134 00 |
| Skandinavisk Post | 852 50 | Nothing. |
| New-York Times | 555 60 | 785 90* |
| Journal of Commerce | 182 61 | Nothing. |
| Courier des Etats Unis | 52 80 | Nothing. |
| Daily Bulletin | 13 80 | Nothing. |
| Daily Register, (Official Journal) | ...... | 6,649 78* |
| WEEKLY PAPERS. | | |
| Sunday Mercury | $72,415 60 | $3,237 20† |
| Irish American | 50,917 46 | 9,252 25* |
| New-York Atlas | 48,741 15 | 5,017 40 |
| Metropolitan Record | 47,147 83 | 7,776 30* |
| Real Estate Record | 30,809 54 | Nothing. |
| New-York Citizen | 20,512 33 | Nothing. |
| New-Yorker Journal (Wochenblatt) | 21,538 65 | 4,709 00† |
| Sunday Times | 9,526 05 | 3,271 35* |
| New-York Leader | 7,042 92 | Nothing. |
| Stockholder | 6,401 10 | Nothing. |
| Democratic Alliance | 4,540 00 | Nothing. |
| Irish Republic | 4,167 15 | Nothing. |
| Irish People | 4,000 00 | Nothing. |
| Spirit of the Times | 4,000 00 | Nothing. |
| Freeman's Journal | 3,999 75 | Nothing. |
| Irish Citizen | 3,530 60 | 3,017 55 |
| L'Eco d'Italia | 2,144 40 | Nothing. |
| Hebrew Leader | 1,776 15 | 7 05 |
| Home Journal | 865 50 | Nothing. |
| New-York Courier | 889 38 | Nothing. |
| Police Gazette | 750 00 | Nothing* |
| Sunday Democrat | 723 00 | Nothing. |
| Official Railway News | 684 90 | Nothing. |
| New-York Argus | 570 75 | Nothing. |
| New-Yorker | 461 80 | Nothing. |
| Weekly Plaindealer | 256 45 | Nothing. |
| Atlantische Blaetter | 236 00 | Nothing. |
| Cosmopolitan | 217 51 | Nothing. |
| News from Germany and Switzerland | 55 25 | Nothing. |
| New-York School Journal | 45 30 | Nothing. |
| New-York Dispatch | 25 64 | 808 50* |
| Jewish Messenger | 30 00 | Nothing. |
| Wall-street Journal | 23 55 | Nothing. |
| Irish World | 6 00 | Nothing. |
| National Quarterly Review | 312 50 | Nothing. |
| Totals | $1,093,369 87 | $145,550 10 |
| Amount in 1872 | 145,550 10 | |
| Decrease in 1872 | $947,819 77 | |

### SCHEDULE C.

*Showing Claims for Advertising for the City and County of New-York presented to the Board of Apportionment and Audit. These claims are principally for the years 1867, 1868, 1869, 1870, and 1871:*

| Name of Newspaper. | Amount claimed. | Amount allowed. | Amount of reduction. |
|---|---|---|---|
| DAILY PAPERS. | | | |
| Transcript Association | $136,160 20 | Not acted on | ...... |
| New-Yorker Journal | 125,543 45 | $32,339 70 | $93,203 75 |
| Daily News | 73,76[illegible] 30 | 58,357 60 | 15,492 70 |
| Daily Star | 67,756 20 | 23,233 60 | 44,522 60 |
| Evening Mail | 62,997 00 | 25,961 95 | 37,035 05 |
| Commercial Advertiser | 59,179 05 | *13,825 15 | 45,353 90 |
| New-York World | 51,401 00 | 28,014 20 | 23,387 40 |
| New-Yorker Demokrat | 55,471 40 | 28,940 30 | 26,531 10 |
| New-York Herald | 44,875 50 | 33,470 80 | 11,404 70 |
| Evening Telegram | 27,217 17 | 13,847 80 | 13,369 37 |
| New-York Times | 23,175 00 | 16,976 80 | 6,198 20 |
| New-York Sun | 23,054 80 | 22,574 40 | 480 40 |
| Democrat, "Pomeroy's" | 52,418 20 | 34,444 80 | 17,973 40 |
| Globe and Evening Press | 79,361 10 | 12,968 68 | 66,392 42 |
| Evening Express | 14,624 50 | 7,607 40 | [illegible] |
| Abend Zeitung | 12,516 25 | 3,270 60 | 9,245 65 |
| Tribune Association | 20,727 90 | 16,303 90 | 14,424 00 |
| Courier des Etats Unis | 6,099 75 | 888 80 | 5,204 95 |
| New-York Standard | 23,128 30 | 34 20 | 23,094 10 |
| Evening Post | 5,575 50 | *1,349 25 | 4,226 25 |
| New-Yorker Staats Zeitung | 8,679 30 | 17,865 60 | 813 70 |
| Skandinavisk Post | 4,098 20 | 3,213 40 | 884 80 |
| Journal of Commerce | 2,613 31 | 2,580 33 | 32 98 |
| Messager Franco-Americain | 3,022 75 | 2,364 90 | 658 85 |
| Gazette | 4,479 60 | 250 00 | 4,229 60 |
| Daily Bulletin | 4,395 60 | 531 60 | 3,864 95 |
| WEEKLY PAPERS. | | | |
| Official Railway News | 179,933 43 | Not acted on | ...... |
| New-York Argus | 145,016 06 | Not acted on | ...... |
| Home Gazette | 41,219 10 | Not acted on | ...... |
| New-York Era | 113,680 25 | Not acted on | ...... |
| Stockholder | 75,871 77 | 6,931 50 | 68,940 27 |
| Sunday Mercury | 46,321 42 | 13,864 00 | 32,457 42 |
| Irish American | 33,204 96 | 15,449 61 | 17,755 35 |
| Sunday Democrat | 52,438 10 | Not acted on | ...... |
| Irish People | 50,415 85 | Not acted on | ...... |
| New-York Atlas | 24,898 21 | 9,936 15 | 14,960 06 |
| Metropolitan Record | 21,862 37 | 12,480 47 | 9,382 90 |
| Irish Citizen | 19,719 25 | 4,246 60 | 15,472 65 |
| New-York Leader | 14,144 25 | Not acted on | ...... |
| New-York Citizen and Round Table | 11,425 55 | 3,518 25 | 7,907 30 |
| Sunburst | 33,184 30 | Not acted on | ...... |
| Sunday Times | 15,220 95 | 7,725 00 | 7,514 95 |
| New-York Courier | 5,802 90 | 2,764 75 | 3,038 15 |
| Police Gazette | 7,370 00 | 1,250 00 | 6,120 00 |
| Wall-Street Journal | 4,138 80 | 553 35 | 3,585 45 |
| New-York Dispatch | 6,530 88 | 1,110 18 | 5,420 70 |
| Irish Tribune | 4,714 50 | 500 00 | 4,214 50 |
| New-Yorker | 4,377 15 | 1,380 00 | 2,997 15 |
| New-York Albion | 5,532 50 | 2,618 00 | 2,914 50 |
| Scottish American Journal | 4,305 10 | 1,233 60 | 3,071 50 |
| Real Estate Record Associat'n | 5,133 60 | 1,552 00 | 3,581 60 |
| Cosmopolitan | 6,314 70 | Disallowed | 6,314 70 |
| American Artisan | 4,138 50 | Disallowed | 4,138 50 |
| Plaindealer | 4,465 25 | 19 20 | 4,446 05 |
| New-York Tablet | 4,799 70 | 409 60 | 4,390 10 |
| L'Eco d'Italia | 7,677 45 | 3,672 65 | 4,004 80 |
| Irish Democrat | 29,993 10 | Disallowed | 29,993 10 |
| Irish World | 7,336 80 | 756 00 | 6,580 80 |
| Banner of Liberty | 7,778 00 | Disallowed | 7,778 00 |
| Emerald & American Celt | 10,841 20 | Disallowed | 10,841 20 |
| Spirit of the Times | 3,805 60 | Not acted on | ...... |
| St. Peter | 3,587 60 | Disallowed | 3,587 60 |
| Jewish Messenger | 3,916 00 | 1,399 60 | 2,516 40 |
| Insurance & Real Estate Journal | 2,787 00 | 1,250 00 | 1,537 00 |
| Jewish Times | 2,217 90 | 1,986 30 | 231 60 |
| College Review | 1,600 00 | Disallowed | 1,600 00 |
| Freemans Journal | 895 50 | 837 25 | 58 25 |
| Hebrew Leader | 1,690 90 | 824 05 | 866 85 |
| New-York School Journal | 309 20 | 45 30 | 263 90 |
| Heart and Hand | 480 00 | Disallowed | 480 00 |
| Corner Stone | 346 95 | Disallowed | 346 95 |
| Red Flag | 298 00 | Disallowed | 298 00 |
| N. Y. Programme | 105 00 | Disallowed | 105 00 |
| Irish Republic | 686 40 | Disallowed | 686 40 |
| Home Journal | 270 00 | 75 00 | 195 00 |
| Engineering and Mining Journal | 242 50 | Disallowed | 242 50 |
| Literary Album | 223 20 | Disallowed | 223 20 |
| American Railr'd Journal | 274 90 | 41 00 | 233 90 |
| MercantileJournal | 48 75 | Disallowed | 48 75 |
| National Quarterly Review | 4,812 50 | 125 00 | 4,687 50 |
| Totals | $2,112,236 57 | $500,917 17 | $791,635 11 |
| Amount not acted on | | | 819,684 29 |
| Total reduction so far | | | $791,635 11 |

Those marked (*) are the amounts recommended by the Examiners.

† Oswald Ottendorfer, Esq., proprietor of the *New-Yorker Staats Zeitung*, is unwilling to avail himself of the provisions of a special law passed for the benefit of newspapers, and therefore declines to accept the amount of his claim.

### SCHEDULE D.

*Showing Total Amounts paid for Advertising by the City of New-York for five years, from 1867 to 1871 inclusive:*

| Year. | Amount. |
|---|---|
| For the year 1867 | $311,327 25 |
| For the year 1868 | 552,253 21 |
| For the year 1869 | 676,662 97 |
| For the year 1870 | 816,446 78 |
| For the year 1871 | *1,093,369 87 |
| Total | $3,350,060 08 |
| Amounts allowed by the Board of Audit of claims prior to 1871 | 219,616 37 |
| Total | $3,569,676 45 |
| NOTE.—A large number of unpaid claims do not appear in this total, amounting to | 1,611,319 40 |
| Making an aggregate amount claimed for five years | $5,180,995 85 |

*This includes the amounts allowed by the Board of Audit or reported by examiners for 1871.

## "HANK" SMITH'S DEFENSE.

*To the Editor of the New-York Times:*

A duty I owe my friends in these public times induces me to break the silence which I have hitherto maintained, by reason of the absorption of my entire time in official duties and private business, by my unwillingness to accept the disadvantage of a newspaper discussion with an editor, and my utter prostration for many months by a dangerous illness, from the effects of which I am even yet suffering. The republication, however, in your journal of Friday last, of a series of charges against me, which first appeared in your columns in March, and the circumstances surrounding such republication, the state of public affairs, and the obloquy which through them is attempted to be cast upon my friends, leave me, on their account, if not on my own, no other alternative than to appear, even on unequal terms, in the forum which you—I will not say which my enemies—have chosen. I propose, therefore, to meet, explain and show how unfounded and unjust these charges are. And as they have appeared and reappeared in the columns of your paper, I respectfully ask that I may be allowed to communicate with the public through the same channel.

These charges have reference principally to my connection with the Bowling-green Savings Bank, the failure of which, on Nov. 18, 1871, affords the occasion for them.

At the time of this failure, I was nominally the President of the bank; but only nominally. For more than two years previously I had frequently expressed my unwillingness to appear as President, as it was well known to the depositors and the officers that my public duties and private affairs engrossed my time, and left me no opportunity to attend to its affairs. I was, however, overruled and over persuaded by my associates and many of the heaviest depositors there, and my name maintained at its head, while it was matter of notoriety that for more than two years before its stoppage I was not five times within its walls. Prominent and well-known citizens composed its Board of Directors, and there was an efficient corps of subordinate officers. Under such a state of facts I doubt if even you, Mr. Editor, would have refused the urgent request to allow your name to appear as president of an institution which you supposed to be, and which the character of your associate officers gave assurance, was sound and would be administered faithfully and economically. The business of life cannot be transacted without the reposing of confidence in some one, and if it be abused, after having been given to those whose previous lives and long association appeared to justify the trust, that is no reason why the reputation of the victim should be included in the ruin of his estate. For the catastrophe to this bank, coming, as it did, in adverse times, did ruin me pecuniarily. Since, however, I have (solely because I appeared as President) canceled, through the assistance of friends, over $25,000 due depositors; I also have paid $45,000 of the $50,000, which, after a thorough examination of my relations with the bank and my pecuniary condition by Judge Sutherland as referee, he thought sufficient; which payment I voluntarily made in discharge of a doubtful legal obligation I might have been under by reason of my official connection with the bank, and not otherwise. The other $5,000 will be paid in a few days.

My reliance in the safety of the bank is shown by the fact that it was from its opening to its closing day the depository of large amounts of my own funds and the sole keeper of the moneys of my wife and many near relatives. Nor was I ever indebted to it. My first deposit in it was made in February, 1869; my last on the 3d November, 1871. During this period my deposits were heavy, my monthly balances averaging over $26,000, and my deposits from Feb. 8, 1870, to Nov. 3, 1871, alone amounting to $147,892 23. My last deposit was $5,000, just fifteen days before the bank's doors were closed, at which time my balance was $4,113 27.

With this preliminary statement, I apply myself to the specifications made against me in your issue of March, and repeated four days ago. You charge as follows:

1. That I testified and made oath that at the time of the bank's suspension it possessed $25,000 of New-York assessment bonds.

I reply that I testified to no such thing. I gave no testimony, and made no oath concerning the bank or its property at or about the time indicated. Some time before I verified a statement for the Banking Department, and in it were included certain New-York City bonds, and these bonds were then there and exhibited to me as belonging to the bank at the time I verified the statement at Police Head-quarters, and they did so belong to it, to the best of my then, and present, knowledge and belief.

2. That among the call loans appeared $69,623 to fictitious persons.

This may be so, but I had no hand nor part in making these loans; was not aware and never heard of them until after the failure. This circumstance is but another of the many instances of frauds perpetrated by trusted officials.

3. That I authorized loans on worthless collaterals, and loans without security, involving a loss of $88,441 67.

This does not aver that I made any such loans, nor did I authorize a single one of them; nor was I present when such loans were authorized.

4. That in the bank report $31,011 58, part of current expenses, was put down as a loan, with intent, to deceive the depositors, and that I swore to this state of facts.

I have no recollection of either of the facts here charged, but I do know that for the last two years of the existence of the bank any statement which required the official signature and verification of the President were brought to me at head-quarters, explained, and their correctness assured by some officer—believed by me reliable—of the bank, and there signed and verified.

5. That I was one of "the three officials who drew money" to the amount of $64,736 75 from the bank, and that it "now stands as a claim against the Bowling-green Savings Bank."

Without dwelling upon the obscurity of this statement, I reply that I was not one of the three or of any other number of officials, or persons, who drew money as above charged. Nor did I do it alone. I am utterly ignorant of the entire matter, except that I am aware that the claimant for this sum is the Guardian Savings Institution.

6. That my position as Police Commissioner enabled me to obtain possession of $16,000 belonging to widows and orphans of policemen, and that this sum has been lost.

In the first place, thirty-five per cent. of this amount has been paid by the receiver.

In the second place, in 1870 I ceased to be Treasurer of the Police Board, and thereafter I knew nothing of the place or amount of this deposit. In 1869 I opened the credit in the Bowling-green Savings Bank, and continued it while I was Treasurer. But surely it was a strange cause of censure that I deposited this money in an institution to which I had committed my own and my family's funds, and in which I had confidence to the extent of over $4,000, up to the day of its failure.

7. That the contributions of 2,300 policemen to the amount of $13,000 for the sufferers of the Chicago fire, has never emerged from the bank.

This may be so; but I have no knowledge of the fact. I never had anything to do with this fund, its creation, accumulation, or deposit, and never knew or heard that it was in the Bowling-green Savings Bank, until after it had failed. I was not consulted about, and never advised or suggested, the place for its deposit, and I am as clean-handed in regard to it as the most distant sufferer. A dividend of thirty-five per cent. of it, if not already drawn, awaits the depositors.

8. That I have, through corrupt influence, succeeded in evading for five years the payment of the rent of Pier No. 40, to the amount of $52,316.

I reply, that I never used any influence to this end. The title to a great part of the pier has been, for a long time, and now is, in litigation between the City and a New-Jersey corporation.

In reviewing this entire matter of the bank, I perceive but one mistake on my part—a mistake however which many a better man has committed, and many another may make, followed by consequences as injurious and painful as have been the effects of mine on me. It was a mistake, and a great mistake, in me to have permitted the use of my name as President of the institution, when I knew that other important and controlling duties would leave me no time to take part in the management of its affairs, or supervise and keep a knowledge of its business. My explanation of this error is that I saw myself in company and association with officers in whom I, as well as the public, had every confidence; that there was a competent Board of Directors; that there was a tried body of lesser officials, and that I was importuned by my associates, and by many depositors, to remain as President.

With this confidence, which I submit was justifiable, in the integrity and ability of the officers, and thus influenced by friends whose interests were identified with my own, in and for the success and stability of the bank, I yielded an unwilling consent.

Your obedient servant,

HENRY SMITH.

NEW-YORK, Tuesday, April 8, 1873.

### Fire at Melrose, Westchester County—Nine Buildings Destroyed—Damage, $40,000.

Another destructive fire has occurred in the town of Morrisania, as it is supposed, by the torch of an incendiary. Shortly after 1 o'clock yesterday morning the people living at the corner of Third-avenue and Mott-street, Melrose, and the immediate vicinity, were thrown into a state of great alarm and excitement by the discovery that a fire had broken out in their midst, which for a while threatened to lay the entire neighborhood in ashes. The firemen and citizens generally rallied and went to work manfully, but in consequence of the scarcity of water, the flames spread with fearful rapidity, and were not subdued until some eight or nine buildings, including a barn and stable, were completely destroyed, involving a loss of over $40,000. Three frame buildings, fronting on Third-avenue, near Mott-street, were among the first to go. These were owned by Hugh Dock, and worth about $7,000. One of them was occupied by himself, as a milk-store and dwelling; another was occupied as a liquor saloon and dwelling by Peter Kane, who managed to save his furniture and some of his stock. The other building was occupied by Valentine Gerlach, shade manufacturer, as a store and dwelling. His loss did not exceed $200.

The next building, south, was a large frame structure, two stories high, owned and occupied by Von Gerrechten & Starke, blacksmiths and wheelwrights. They estimate their loss at $5,000, and were insured in the Phenix Company for $1,500. H. Dock was insured in the Westchester Company for $1,000. The premises at the corner of Third-avenue and Mott-street, consisting of a three-story frame building, were owned by John Metzler, who occupied the first floor as a grocery-store and the second as a dwelling. The upper part of the building was occupied as a tenement-house by two families, named Miller and Quinn, who lost all their furniture. Mr. Miller was said to be partly insured. Metzler saved all his furniture and most of his stock. Two buildings in the rear were also consumed, and an adjoining building on Mott-street. Also, a building in the rear, owned and occupied by Mr. Christian Emans, were destroyed with the entire contents. The next building, west, on Mott-street, a large frame structure, owned by Frank Stokert, was destroyed. Mr. Stokert was insured in the Guardian Company for $3,000, being about one-third of his loss. The house of Mr. Sturer, on Mott-street, was slightly damaged, but is fully covered by insurance in the Germania Company. The premises of Mr. Zugner and others on Third-avenue, opposite the fire, were badly scorched, and only saved from destruction by the utmost exertions.

### Arrest of an Alleged Confidence Operator.

On Thursday afternoon Officers Irving and O'Rourke, of the Twenty-sixth Precinct, arrested Samuel F. Tilton, a confidence operator, just as he was about to leave the City on the Keyport boat. The arrest was made on a bench-warrant issued by Judge Sutherland. Tilton's plan has been to advertise for a partner to go into some business. The innocent who accepted the bait was then induced to deposit a few hundred dollars in bank in the name of the firm, but ostensibly as a guarantee of good faith. Tilton would then go and draw the money, and, of course, the duped partner would see no more of him. His present arrest is at the complaint of Daniel O'Keefe, of No. 206 Mulberry street, who was to be Tilton's partner in the produce business. O'Keefe deposited $200 in bank in the name of the firm that was to be. On the same day Tilton drew the money, and has since kept out of the way of O'Keefe, who has altogether lost faith in his partner in the produce business. Tilton was yesterday morning committed for trial, without bail.

### Ratification of the Cleveland, Columbus, Cincinnati and Indianapolis Railroad Lease.

The Atlantic and Great Western Railroad Corporation seems determined to lease the Cleveland, Columbus, Cincinnati and Indianapolis Railroad whether the stockholders of the latter are willing or not. The "friends" of the Atlantic and Great Western have already gone through the formalities necessary on their part for a ratification of the lease of the Cleveland, Columbus, Cincinnati and Indianapolis Railroad. A meeting of the stockholders was held yesterday afternoon, at the Atlantic and Great Western offices, in Wall-street, to ratify the lease of the Cleveland, Columbus, Cincinnati and Indianapolis Railroad. The Vice-President presided, and, after stating the object of the meeting, said that it had been reported that there was a great deal of dissatisfaction felt by the stockholders of the Cleveland, Columbus, Cincinnati, and Indianapolis Railroad, with the project of the lease, and that a great deal of opposition was to be expected from them. He said he believed it would amount to nothing, and in the meantime, as the Atlantic and Great Western stockholders were there to ratify the lease, the best thing was to do it and let contingencies take care of themselves. After some discussion it was resolved to ratify the lease. The meeting then adjourned.

### Controller's Receipts.

Controller Green reports the following payments yesterday in City Treasury:

| | |
|---|---|
| From taxes Croton rent and interest | [illegible] |
| From street openings and improvements | 46,586 79 |
| From arrears of taxes, assessments, Croton rent, and interest | 13,422 12 |
| From market rents and fees | [illegible] |
| Total | [illegible] |
| Controller Green paid, yesterday, the pay-roll of Bureau of Repairs and Supplies, and of engineers, Department of Docks, to April 5 | [illegible] |

Controller Green did not pay the laborers on the boulevards and avenues, yesterday, their wages up to Saturday, 5th inst., which they expected to have received, owing to the fact that these pay-rolls were not sent from the Department of Public Works to the Controller till late in the day, yesterday, when they were immediately put in course of audit, and will be paid soon as possible.

### Alleged Inhuman Treatment.

Capt. Byrnes, of the Fifteenth Precinct Police, reports that on Thursday evening, Nellie Henderson, aged twenty, a domestic in the employ of Mrs. Noble, who keeps a boarding-house at No. 46 West Fourteenth-street, fell down a flight of stairs leading to the cellar, and received severe injuries about her head and body. A citizen brought information of the accident to the Mercer-street Police Station, and Capt. Byrnes sent Police Surgeon Steele to the house to investigate the matter. Dr. Steele reports that the poor girl had not received any medical attendance since the accident until he called there, and when asked the cause of such neglect Mrs. Noble said the girl had no means to pay a physician, and appeared very anxious to have her removed from the house. Dr. Steele found the sufferer to be seriously injured, and directed her removal to Bellevue Hospital.

### Police Matters.

Patrolman Jacob Leininger, of the Twenty-third Precinct Police, who was tried before Commissioner Barr, on Tuesday last, for having been intoxicated, in Long Island City, and locked up in a police station there, was yesterday dismissed the department by the Board of Police. Sergt. Lonsdale was transferred from the Twenty-seventh to the Third Precinct, and Sergt. Griffiths from the Third to the Twenty-seventh Precinct. The transfer of Sergt. Kass from the Sixteenth Precinct, which was announced on Wednesday, was revoked yesterday. Commissioner Barr yesterday heard evidence in thirty-five cases of complaints against delinquent members of the police force, but none of them were of importance.

### A Wild Steer in the Streets—Two Citizens Injured.

Yesterday morning a Texas steer broke out of a cattle pen at Forty-eighth-street and Madison-avenue, and ran furiously down to Forty-fourth-street and First-avenue, where he was shot and killed by Officer J. O'Brien, of the Nineteenth Precinct. During his flight the animal knocked down and severely injured a man and woman, whose names were not ascertained, and also gored a horse belonging to Geo. Reiser, No. 386 Second-avenue. The horse was so badly injured that his owner was obliged to kill him.

## ANNAPOLIS.

### Naval News—Examination of Midshipmen—A Fire.

From Our Own Correspondent.

ANNAPOLIS, Thursday, April 10, 1873.

The Naval Board, of which Commodore Wm. E. LeRoy is President, to examine midshipmen of the class of 1870 for promotion to ensigns, met here on Monday last. The Commodore was the recipient of a salute of eleven guns on that morning. Capt. Stephen B. Luce takes the place of Capt. Wm. N. Jeffers, detached from the Board. Several midshipmen have been before the Board, but none have yet finished their examinations.

The interesting dress-parades of the Battalion of Midshipmen have been resumed for the season. The spacious drill-grounds, and beautiful grounds of the academy make the school a pleasant promenade for our citizens and visitors.

Lieut. Wm. S. Cowles has been detached from the Constellation and placed on waiting orders. Second Lieut. Samuel H. Gibson, United States Marine Corps, reported for duty on the Constellation on Saturday, vice Second Lieut. [illegible] Zeilin, detached.

Last night, about 2 o'clock A. M., smoke was perceived in the upper part of the building over No. 60, a store on Main-street, which led to the discovery of a fire below. Parties were soon present, and by putting on hose to neighboring water plugs the fire was extinguished in a most workmanlike and speedy manner. The fire appears to be the work of incendiarism. There was no fire in the stove of the store, and in the shutter of a window on the alley on which it opens a hole had been cut large enough to admit a man's hands, whence a wooden and an iron bar were removed, and, it is supposed, parties entered and after committing some robbery set fire to the store. Three dollars in cash were taken from the drawer. The store was considerably damaged. Mr. Geo. W. Watkins, the owner of the store, kept ready-made clothing in that part which was most damaged by the fire, and burnt remains of it were found lying in heaps. Mr. Watkins was insured.

## NEWPORT.

### Anticipated Removal of the Narragansett Line to Fall River.

From Our Own Correspondent.

NEWPORT, R. I., Wednesday, April 9, 1873.

There is no little excitement in town in relation to the extensively circulated reports of the threatened removal of the boats of the Narragansett Steam-ship Company to Fall River. Mayor Atkinson and the members of the city government were surprised that such a high-handed outrage, as the Harbor-master placing vessels willfully and with malicious intent in the track of these boats had not come to their notice until this late day, and even then through the Press of other cities. They allege that no complaint has ever been made to them by the company of the action of the Harbor-master complained of, and pronounce the story a sheer fabrication. The Harbor-master, E. W. Pearce, has demanded a thorough and impartial investigation by the City Council, by whom he is appointed. It is the general opinion of our prominent citizens that this "big scare" was invented by the steam-boat company to influence public opinion in their favor with reference to the sinking of the British bark Bessie Rowen on the morning of the 10th of August last by the steamer Bristol, and from the facts of which collision they know the law will compel them to pay the full amount of all damages. The company fail to mention that they have had for years past a harbor-master appointed with special reference to their wants, and when, latterly, they were not satisfied with his doings, the General Assembly was petitioned for power to appoint a deputy, which was granted, and thus it will be readily seen that they had virtually their own harbor-master under pay by them, and subject to their orders.

Mr. Pearce has held the position of harbor-master for ten years, and during this long period the city government never has had a complaint against him for deviation from his duties.

It is needless to add that Newport is not in the least alarmed by the alleged action of Jay Gould in taking his boats, or making them go to Fall River. It is a well-known fact that no such advantages could be offered there elsewhere, and they also know, too well, that their place would be speedily filled by other corporations, who realize the importance of the place. The latter only await the opportunity.

## THE MODOCS.

### Gen. Canby's Suggestions as to the Course to be Pursued Toward Them.

WASHINGTON, April 11.—A telegram from Gen. Canby, dated Tule Lake, Cal., April 7, and forwarded by courier to Yreka, Cal., has been received by Gen. Sherman, in which Gen. Canby states that he had seen the instructions sent to the Peace Commissioners by the Secretary of the Interior, and goes on to say: "If the Modocs surrender as prisoners of war the General Government would have paramount and exclusive jurisdiction over the cases of all. The same result would be secured by treaty, but are not treaties with Indian tribes prohibited by recent legislation? A reservation within the limits of either California or Oregon would not bar State jurisdiction until after its cession by those States, and would have no retroactive effect, and for crimes committed within the limits of such a reservation it is doubtful, under Mr. Justice Miller's decisions in the Kansas reservation cases, whether the State jurisdiction would not prevail. The murders of citizens were committed beyond the limits of any reservation and within the jurisdiction of the two States, and, of course, anterior to any arrangement with the Modocs. I do not question the right or the power of the General Government to make any arrangement that may be thought proper, but I think they should make such as to secure a permanent peace, together with liberal and just treatment of the Indians. In my judgment, permanent peace cannot be secured if they are allowed to remain in this immediate neighborhood. The Modocs are now sensible that they cannot live in peace on Lost River, and have abandoned their claim to it, but wish to be left in the Lava beds. This means license to plunder and a stronghold to retreat to, and was refused. Their last proposition is to come in and have the opportunity of looking for a new home not far away, and if they are sincere in this, the trouble will be soon ended. But, there has been so much vacillation and duplicity in their talks that I have hesitated about reporting until some definite result was attained. All the movements of troops have been made deliberately and cautiously, so as to avoid collision and impress the Indians that we have no unfriendly intent. Thus far we have succeeded very well, but their conduct has given so much reason to apprehend that they are only trying to gain time, that I have organized a party of scouts to operate with the troops if they should go to the mountains or renew hostilities."

### Attempted Murder and Suicide—The Farmers' State Union of California.

SAN FRANCISCO, April 11.—In this city this morning, John Kennedy attempted to murder his wife and daughter. He attacked them with an ax, and inflicted terrible wounds on his wife. He then fastened a rope about his own neck, jumped out through a window of the second-story of the house, and hanged himself.

There is much interest in the race to come off to-morrow at Oakland, between Ajax and Elmo. The latter is the favorite. The horses are selling in the pools as follows: Elmo, $65; Ajax, $17 50.

The Farmers' State Union, now in session, has adopted resolutions in favor of making San Francisco a free port.

The union has now under discussion a resolution in favor of the adoption of United States currency throughout California.

### An Aerolite at Sea.

The crew of the brig Susie J. Trout, which arrived in this port yesterday from Tampa Bay, Florida, reports a singular incident which occurred during the voyage. When in latitude 36° 56' north, longitude 73° 09' west, a large meteor passed close over the vessel. After it had disappeared a long tail, or streak, of light was visible in the course which it took across the firmament. This luminous appearance lasted about half an hour, and as it vanished it assumed the form of the letters "C W."

### An Actor Badly Wounded in a Theatre.

*From the Pittsburg (Penn.) Dispatch, April 5.*

During the progress of a drama entitled "The Scarlet Cord," which is being performed at Turner Hall, in Allegheny, for the benefit of some military organizations, last night, an accident occurred which inflicted severe injuries upon one of the performers. The play is based upon incidents of the war for the rebellion, and one of the characters is a rebel spy, who in the closing scene enjoys the felicity of being executed. This character was represented by Mr. David Jones. The scene spoken of is carried through in the usual form of military executions—the prisoner being blindfolded and fired upon by a "death squad," drawn up in line a few paces off. Carelessness had been used in loading the weapons last evening, and when they were discharged the victim fell, though not in such a voluntary manner as was expected. It was found that the wads from some of the pieces had entered his forehead, and that he was also badly burned with powder about the face. The injuries are not serious, but painful to an extreme degree, and such as will prevent Mr. Jones from enacting the rôle of rebel spy for some time to come.

### Alleged Embezzlement.

James Garrison, who has been an agent for the sale of calves in this City for James McDowell, of Orange County, was taken into custody by a deputy sheriff yesterday, on an order of arrest issued by Judge J. F. Barnard, of the Supreme Court in Orange County. The affidavit of McDowell on which the order was issued, sets forth that in May, 1870, Garrison was his agent, that he sold calves to the amount in all of $4,077 58, and afterward on account stated, showed that after deducting commissions and previous credits and expenses, there was still due the sum of $1,182 58. Subsequent credits reduced this amount still to $785 82, which amount McDowell avers the defendant has unlawfully converted to his own use. Garrison was discharged on giving bail in the sum of $1,000.

### A Contumacious Official.

Wm. H. Travers, who was removed in February last from his office as a Sealer of Weights and Measures, has, since that period, been collecting fees from various parties. Yesterday the Mayor sent for Travers, and desired to know by what authority he was acting. Travers said he had taken the advice of counsel, and that he did not consider he had been removed, as the law said he should hand his test weights, scales, &c., over to his successor, and he could not find that any one had been appointed to succeed him. The Mayor told him that he had no business whatever to act after he had been removed from office, and that if he continued to do so he would have him arrested. Mr. John W. Robinson has been appointed to succeed Travers.

### The Young Investigation.

A brief session of the committee charged with the investigation of the official conduct of the Clerk of the Board of Supervisors was held yesterday, Mr. Billings in the chair.

Eugene Weng, paying teller of the Bowery Bank, and R. D. Tucker, paying teller of the Butchers' and Drovers' Bank, were shown vouchers, affidavits, and warrants bearing the names of George S. Miller, to the amount of $76,000, and testified that some of the signatures were apparently genuine and some evidently forgeries.

A Mr. A. J. Smith was shown a voucher and warrant in the name of A. J. Smith, and testified that he knew nothing about them.

The committee then adjourned until Friday next, at 3 P. M.

# SAN DOMINGO.

## Description of the La Vega Valley---Scenes and Incidents along the Route of the Surveying Party.

The following letters from our correspondent in San Domingo were delayed in transmission, owing to the interruption of the mails via Havana. As they contain a description of the route followed by the surveying party they will be found very interesting.

### Through The Forests—Delightful Scenery—Scenes and Incidents Along the Route.

From Our Special Correspondent.

MADREGAL CREEK, Monday, March 10, 1873.

When our party left the hospitable town of La Vega, Mr. Halsey had two distinct objects in view—first, to thoroughly satisfy himself as to the gold region of the Hayna, and, secondly, to examine personally and sufficiently the pine hills in the neighborhood of La Vega. For these reasons, instead of going by Cotuy, we took the mountain road through Yuna to this place. La Vega being in the immediate vicinity of the River Camoo, and the pine hills in question rising almost from its brink, it was not long before we found ourselves ascending, and soon we got into the midst of the pines. The contrast between this place and the ordinary forests of the island was very great. It was not so much in the trees themselves, though the difference is striking, as in the utter silence of the pine woods.

In the forest, a thousand birds bestir themselves with constant activity, and the air is full of their fluttering pinions and discordant cries. Parrots scream, crows chatter, the carpenteros hold monotonous discourses as they creep about the royal palms searching for insects, the guinea fowls cluck—everything in short has a voice and uses it. But the pines are absolutely dumb. As we wended our way through the columnar recesses, we saw no beast, and heard no note of bird. Everything was mute, and the soft footfall of our own horses upon the pleasant turf was the only sound. Yet, strange as it may seem, this abode of silence was peopled by the most beautiful flowers, and such indeed as reminded us of Northern countries. In the Dominican forests there is, it is true, little undergrowth, but somehow flowers do not grow upon the ground, and nothing bears a blossom which is not a parasite or a creeper, or of sufficient size to be raised considerably into the upper air.

It was not so here, for the gracious properties of the pine trees so wrought here as to drive away all the strongly growing parasites and epiphytes. The pine trunks were unincumbered absolutely with alien growths, and at their roots and along the ground the earth was carpeted with lovely, very lovely flowers. Some of them were exactly like the Chinese primrose; others resembled heaths. But the most beautiful was a plant with a leaf like the sensitive plant, which grew in the soft curve, with purple flowers hanging from the under side of the stem. These were in shape irregularly trumpeted, and had a calyx of a dull red. They were in size like the commonest kind of fuchsia. The pleasant pines made the air fragrant with the odors which they emitted. The ground beneath us was an elastic turf, from which the horses' feet came back cheerily; the sky was a tender blue—not so radiant as those of our own country, but very beautiful. It was dappled with masses of golden cumuli that lingered over the heads of the most distant mountain ranges, while overhead light cirri of a paler hue wandered by like floating fairy isles.

Between us and the distant peaks of the furthest mountains stretched a broad valley, of which we caught glimpses whenever a ravine made an opening in our pine woods. Then we saw landscapes that would have gladdened the hearts of our Tenth-street friends—masses of gorgeous vegetation of every possible shade of green, strong lights from a fair morning sun, and long lines of shadows athwart the mountains whenever a broad cumulus cloud wandered by. We had been warned that the roads were bad, but in our enjoyment of the pleasantest ride we had experienced since we left Jaigua the prospect, even the possibility, of really bad roads never entered into our heads. But too soon we left the comfortable turf under our ponies, and after crossing and recrossing the same mountain stream six times found ourselves entering upon a regular Dominican forest of portentous appearance, and now the promised evil road had begun indeed to appear, though Mr. Halsey and Mr. Charles Ohle were in ecstasies at it.

The turf had disappeared. On each side of the narrow pathway just broad enough for a pony was the tropical forest, full of dark exuberant vegetation, with all sorts of monstrous leaves and flowers and with great trees of gigantic bole and overpowering height, whose roots ran across our road, making our beasts stumble. But the soil itself was the great nuisance. It was not exactly a clay, but an earth as red as vermilion and of an extraordinarily glutinous character, staining everything with an indelible smear. Here and there ledges of quartz peeped out, and indeed there was a positive powdering of minute pieces of quartz over the red earth everywhere. "This is the true gold earth!" shouts Mr. Halsey. "Ah! it's nothing to what there is on the Hayna!" shouts back Mr. Ohle from the top of a very refractory mule, who appeared to dislike the road very much, which could well be understood, as it was much too close to the perpendicular to be agreeable to any one.

And now another feature presented itself, which was a series of holes in this red earth, filled with water and a mud of the most baleful character. The requas of loaded beasts going to Jarabacoa generally take this road, and in such places as this, being compelled to walk in each other's footsteps, they make a peculiar kind of rut, forming alternate holes and ridges across the path at close distance. When it rains the holes fill, and by the repeated treading of the animals a mud is formed of the consistency of honey. The grade being very steep, perhaps the reader may comprehend the anguish of horse and man at such places. The horse's fore-legs are in one honey-pit, his hind-legs in another, and his unfortunate long switch-tail in a third. There is no such thing as riding. All one can do is to stick on, and let the animal fight it out himself, which he does in the most energetic way, working with his neck like a bull-terrier shaking a rat.

To me, who knew nothing of mining, the rapturous expressions that kept falling upon my ears were so many aggravations of the anguish, and I could not help asking myself if men could possibly be found so idiotic as to come mining in such a place. At length we straggled through, completely demoralized, and after a short halt to breathe our beasts got once more into the pine region. Twenty-five miles of red earth, alternating with pitch-pine woods, and diversified by crossing very many mountain streams, one of which we had to swim, brought us at last to Yuna, where we alighted at the house of the Commandante, whose appearance denoted him a faithful follower of Bacchus.

He at once proffered rum, which was refused by all the party. This evidently staggered him, and he appeared, after a moment's reflection, to believe that we must have misunderstood him. He offered it again with an elaborate explanation that it was made there in Yuna from molasses, and when it was again rejected with the remark that we never touched aguadiente, his eyes opened so wide that I thought they would never close again. "But," he expostulated, "you're Americans. All Americans drink rum. Many of the San Domingo Company came to my house. All drink rum." And then he gave us a long string of the officers of the defunct San Domingo Company who always drank rum.

I think our temperance preyed upon his spirits, for he disappeared somewhere, and we did not see him until the following morning, when he turned up smiling about the time that we paid our bill. We learned to our dismay that the road over which we had passed was a king to what we had to pass, that there were precisely the same difficulties, only intensified, and no pine forests. But what we had seen of the latter was sufficient. Mr. Halsey said that he was perfectly satisfied, that though the trees were not large they were of a sufficient size to be remunerative, that there was no underwood, and that Camoo River offered perfect facilities for floating them down. I will not give any description of the next day's journey, which was thirty-five miles. It was simply dreadful.

Many times we got off and walked in places where the horses could not have carried us, where the rains had washed away the earth and left nothing but ladders of roots. There were other spots where banks of earth hemmed us in so closely that we could hardly see. Ferns of the most splendid character were on every side, and a weed with a flower like a bull's horn. There was abundance of quartz and black sand, and in many of the "honey pots" the water was black with sulphur. But I only noticed these things en passant. I could not give my mind to anything but the road. It was just like climbing up eternal stairs and then going down again, the difference being that we had no stairs, but holes full of sticky red earth.

It may be a consolation to some minds to reflect that there was gold in that colored mud, but such a reflection did not console me. At intervals we got into the savannahs between the hills, and here we might have hoped for comfort, but the rains had flushed the little streams that ordinarily meander through such places with a murmur of tranquillity, and they had become marshes. Here several of our animals came to grief, and being very tired, crouched down in the water, refusing to stir. We got off and walked, which brought them round. At length we got to the little village of Los Matos, and had some thoughts of staying there for the night, but the houses were unpleasantly small, and evidently full of fleas. So we resolved to struggle on, being now clear of the mountains, and to endeavor to reach the village of Madregal Creek.

Half an hour after we had left Los Matos behind us it came on to rain while we were still conversing upon the freak of nature which gave the village its name. For there are natural avenues of the rose-apple in which the branches intertwine, forming a most romantic and delightful shade. The rain descended in torrents, and we were not sorry when we struck upon a side path which evidently led to some canoes. We took that direction, and found ourselves in a few minutes in front of the desired shelter.

It was very much inferior to an abandoned cow-house, being only half built. The rear part, where the family resided, was walled in with the inevitable palm-wood, each piece being tied with strips of banana leaf. There was not a single nail in the whole structure. The front part, which was placed at our service, had a roof, but no side walls, only posts at equal distances as main supports. Here we placed our saddles and packs, and after routing out five dogs and a sow with a large and interesting family we made ourselves as comfortable as we could under the circumstances. We were wet through, extremely hungry, and very tired, but not in the least disheartened. In fact, our spirits rose with the emergency, and we treated everything as a good joke.

As we changed our linen the family stood around in attitudes of curiosity, and appeared to take the liveliest interest in all our movements. We were able to procure eggs. Ham, tea, &c., we had with us in our packs, but we had no bread. The universal substitute in this island is roasted plantains; but they had no plantains. They had the yuca, however, or manioc, which they toasted for us, and of which we can truly say, that though not good, it is not bad. After supper and a cigar, our hammocks were stretched, and we were soon fast asleep, having given our boy Jim the strictest orders about drying our things. But Jim was tired, too, and when we got up in the morning our things were about as wet as before. We fortified ourselves with quinine, and setting off bravely arrived in a few hours at this place, where we stop at the house of the Señora Bartolo, a very excellent lady, though extremely black. Her house is a picture of neatness, and though the materials are the same as others, yet the joists and principal beams are very trimly cut, and all the planks are nailed. There are shelves in every direction, also, and a neat apparatus for the water-coolers, and altogether the house has quite a civilized look. We rested all the remainder of the day, and in the morning hired a man to accompany us and pan out some gold.

I remarked that he went to places in the creek where the path crossed it, places that must have been tried many hundred times, for the Spaniards shrunk from the construction of mountain roads, and every path here is of Indian origin, very, very old. On our way we passed the ruins of Fort Buenaventura—nothing but a stretch of crumbling stone-wall—which the Spaniards had erected when they commenced to wash these golden earths. Even that was rudely constructed of the large pebbles which line the banks of the Hayna River. Our man Chiquito did not wash any earth, but just panned out the sand from the creek.

He dug as close to the bed-rock as he could, and, after rejecting all the pebbles, commenced washing industriously. Soon all the earth was got rid of, and nothing remained but a deposit of black-sand iron pyrites, in which, with the greatest possible difficulty, he succeeded in detaching eight tiny specks of gold. He tried four other pans, and at one time got twenty-three bits of gold, but so fine, so very fine, that some were hardly perceptible. Of course it would not pay to wash for gold here, though it must be remembered that these spots where he panned have been worked thousands of times. Up higher, nearer the source of the creek, the yield must be very much richer.

But in no case could washing pay where there is so much of this iron sand, because it is impossible to secure the precious metal without quicksilver. There can be no doubt that the hydraulic process would pay, and that enormously. The method is to get a fair stream of water with a great fall, say 100 feet, to force this through a powerful hose with a tremendous nozzle, and wash away all the earth of whole hills into sluice-boxes, at the end of which is quicksilver, which catches every particle of gold. I am not specially interested in mining, but this kind of mining I think detestable, because it utterly annihilates the picturesque beauties of a place. Every particle of soil is washed from the bed rock, which is washed bare as the palm of one's hand, and then the whole accumulation is dumped down into the vallies below, destroying them. However, such considerations do not much influence capitalists, and as the hydraulic process will pay enormously here, I am very much afraid that it will be resorted too.

The country around here is too beautiful really to be so destroyed. The house of the Señora Bartolo is fixed upon a point overlooking the Hayna, where the river makes a very sharp bend. A meadow slopes down in front to the point where the road to San Cristobal crosses the Hayna, and on each side of this fair stretch of sweet grass are groves of the sweet rose-apple and guava. To the left of the house bushes hide the bank, which is here quite precipitous, going down to the river with almost a sheer descent of seventy feet. The water goes along at a tremendous rate, the main current in the centre being actually elevated above a foot, with a tempestuous bubbling ridge. Fish rise after flies in the pools near the eddies, so that one might think it a trout-stream of the Adirondacks. Beyond, the land rises in a panorama of hilly vegetation, until there comes a deep gorge at the foot of a high pyramidal mountain. This is in deep purple shadow, while the mountain, covered with trees to the very crest, lies bathed in sunshine with thin veils of mist twining about its top.

The inner man has not been neglected by the widow Bartolo. But there was no bread. In vain did she make roasts of tender chickens and boil us nice stews of excellent quality. We pined for bread. We found the yams superior to Irish potatoes in flavor and nutritive quality, the yuca, and the sweet potato excellent, but we wanted bread, and I really believe that we might have stayed longer to rest the horses (which being unshod have very tender feet) if we were not so desirous of loaves. We start at nine o'clock for San Cristobal. GAR.

### The Gold Regions—A Real Nugget—Arrival at San Cristobal.

From Our Special Correspondent.

SAN DOMINGO, HOTEL DU COMMERCE, Sunday, March 16, 1873.

On our road from Madregal Creek to San Cristobal we saw many more indications of gold, and at several points panned out very satisfactorily. Mr. Ohle pointed out to us some enormous masses of quartz on one of the hills, one mass so huge that the whole of that part of the mountain seems to be quartz. This has been already assayed, and the result was highly remunerative. It is probable, therefore, that the company, which has, I believe, secured very valuable mining privileges, will do something in the quartz crushing way. Most fortunately for the future of San Domingo, there is no prospect, as far as I have seen and heard, that mining will be a paying industry to any, save large capitalists.

There is undoubtedly a glamour about gold which carries away the senses of even prudent men. But placer digging here is one of the things of the past. The Spanish tried their hands at it with considerable success, as they did at cradling, and immense sums were transmitted to Spain within a very few years. But any one who attentively considers gold mining must confess that individual efforts on the average are but poorly recompensed.

With large capital and machinery the case is different, and I should be blind to what my own eyes have witnessed if I failed to recognize that there is an immense fortune for the Company of Samana Bay in the gold deposits in the creeks around the Hayna district, and in the quartz of the hills in which it arises. But I sincerely trust that there will be no stampede in this direction until something more definite is known. We panned only at the crossways, where the path was intersected by a creek, and of course the deposits must be immensely richer higher up. In fact, there must be nuggets somewhere, for I myself picked up a little one in the very road.

It was a real nugget, and not at all like the fine grains that I saw in the panning operations.

I was riding along slowly, looking at the fragmentary quartz in the earth and the glittering scales of mica which glisten like gold. All at once I saw this little fellow, and noticed that he was too dull for mica. I was off my horse in a moment, and in a second more had him in my hand. For a few minutes I had a most acute attack of gold fever, and thought myself on the sure road to enormous wealth. Had there been another one I should certainly have been ruined for life. The fascination was so great that I am persuaded if I had found another one I should have deserted my comrades and camped on the spot in the reckless spirit of "Pike's Peak or bust."

But after half an hour's groping unsuccessfully, when my back began to ache, I came to the conclusion that this little gentleman was an isolated fact, and that it would be injudicious to come to any general conclusions on the strength of the discovery. I galloped back to the party to overwhelm them with my treasure trove, but it seems that Chiquito had that morning found another one in a creek, where we did not pan, as it happened, and had handed it over to Mr. Halsey. It was, unfortunately, a trifle larger than mine, so that my comb was cut, and I was not able to crow much. Ohle said this was no great things, after all, and that he had picked up pieces as big as his thumb-nail, and Chiquito said he had, too, so I began to feel myself a kind of fraud, instead of a great discoverer.

We traveled on to San Cristobal in good spirits, though our poor horses were very footsore. They do not shoe them in this country, and the long trip had quite worn down their hoofs, so that their pace was lamentably slow. When we arrived in the town we learned from our host that President Baez was at the Commandante's, so after a capital supper, with excellent coffee and chocolate, we made as much of a toilet as the circumstances would admit and went off to see his Excellency. He did not recognize us at first for we looked veritable tatterdemalions.

The tenacious red earth had covered our pantaloons a fine brick tint, the bottoms were torn by our spurs tripping when we had walked to help our horses up the hills of difficulty, and the uppers were stained by al fresco meals eaten under disadvantages and hurryings. We wore flannel shirts, and our beards were grown enormously, so that we offered a very fair sample of a Denver miner. When we announced our names the President was extremely cordial, and greatly interested in our proceedings. He questioned us rapidly (for him at least) as to where we had been, what we had seen, and how we liked everything.

I told him we very much preferred the north of the island to the south, thought the soil better and the climate more healthy, to which last he did not agree by any means. I believe, however, that it will prove so for white men. He gave us a long list of natural curiosities which we ought to have seen, and which we might have seen if we had only deviated for a few miles from our route every day. But I gave him to understand, with all the French of which I am master, that we had done all that our horses could do. He asked Mr. Halsey about the road through the Vega and the proposed steam-boats on the Yuna, and was evidently gratified to learn that everything was most satisfactory, and that the development of the Vega would be commenced without delay.

His eyes were greatly suffering from granulation of the eyelids, and he had come to San Cristobal to bathe in some mineral springs they have there, which are considered efficacious. He gave us the astounding news that Amadeus had resigned, and that Spain was a republic; and we speculated upon the probable effect of this change upon poor Cuba. He seemed to think that Castelar, in spite of his reputation as an advanced Republican, was a humbug, and quoted a speech he had made about being a Spaniard before he was a Republican, and that he would never consent to the independence of Cuba.

I must believe the President to be correct. He was in Spain for some time, held high rank in the army there, and was perfectly well acquainted with Castelar. We then diverted to the interests of San Domingo, and he said he thought the Cubans would gradually settle in this island, and make it their home, but that in the commencement they would prefer Samana on account of the stability of the Government. I complimented him on the excellent order maintained throughout the island, on its perfect tranquillity, and said, moreover, that I had found him to be universally beloved, except among the foreign merchants at Puerta Plata.

That touched him. He sprang up from his chair. He said excitedly: "You see me here without any guard. At the door there is the regular sentinel of the Commandante, but I have no one with *me*. Yet this is the very home of Cabral. Here is his family, his brothers, cousins, uncles, all of them. That man that passed you going out as you entered was Cabral's brother. He comes to see me as a friend, as do all his people. There is no one throughout the island who does not know that I am always working for the good of the Dominicans. There is no thought of upsetting my Government. Cabral has no party, save the Haytiens. And you speak of Puerta Plata. Have you heard of Lafee's affair?"

"Yes, we heard of it at Santiago, from the townspeople at the Casino, and also from Señor Curiel."

"Good. Let me explain it." Which he did in almost the same terms that I have done in a former letter written at Santiago. There was this difference. He accuses Hambergher of being in the interest of the Haytiens, and this movement of Lafee as being dictated by Hayti. I know it must seem presumption when I say that I beg to differ. Hayti is evidently a bugbear in the eyes of the Dominicans, who are thoroughly afraid of it. I may be reminded that the Dominicans have constantly beaten back their assailants, which is true, but they have never been assailed en masse. If any cause should so excite the Haytians as to bring out their whole strength, San Domingo would be gobbled up in a twinkling.

The Dominicans know this perfectly well, but they do not say it to strangers, and would not admit it if the fact was put to them. Hambergher has nothing to make by peddling in the Haytian interest, whereas a complication with foreign powers might seriously retard the development of Samana, and that would be to his direct advantage as a merchant of Puerto Plata, to say nothing of the position it would give him with the foreign element there. I believe my account to be substantially correct both in its facts and its inferences. But I did not argue the point with Senor Baez, who evidently felt better after his momentary explosion, and ordered fruits and liqueurs to be brought in. We did not partake, however, and bade him farewell with a cordial interchange of good wishes.

Next morning we resumed our journey, and, after crossing the Hayna in a ferry-boat, on which occasion one obstinate mule highly distinguished himself, found ourselves on the high road to Santo Domingo. This was evidently the oldest road on the island, and had been made by the Spaniards with some aspirations toward civilized travel. It borders the sea along the whole way, and we were tantalized by its roar until we arrived at Guibia, where the aristocrats of San Domingo do their bathing. Here there is a semi-circular reef of very great extent, which shuts in a lagoon of clear sea-water and prevents the sharks from getting among the bathers. We rode our horses down to the beach, stripped, and had a glorious bathe, after which we rode into the town with great content, even sorry that our long ride was over. My letters have been written under some disadvantages, and as I know how vast an audience is comprised in the "readers of THE TIMES," and what eyes of expectation are turned toward San Domingo, I heartily desire to give all the information that I could obtain by my own observation. I will now, therefore, summarize what I know.

The possession of Samana does virtually give to the company the control of the Vega Real. For good or for evil the fortunes of the two are indissolubly blended. The population of the Vega comprehends this, and is glad of it. The authorities understand it, and are glad of it, as they see in it an adamantine barrier to the efforts of Hayti. Small capitalists who have no desire to cultivate any of the staples of the country will, no doubt, find it their interest to remain at Samana, which the company will most assuredly develop as fast as men, money, and high engineering ability will accomplish.

But to the practical farmer who can turn his hand to the raising of tobacco, sugar, cacao, coffee, and frijoles or beans, there is no place like the Vega. The soil is not uniform. In most places it is a deep black loam, in others it is a tenacious clay, and in others loams mixed with sand. The most fertile places are on the banks of the Yuna, from Laray to Jaigua, in the vicinity of Moca, on the banks of the Camoo, and around La Vega. Around Santiago, clay and sand predominate, and the soil cannot be highly praised, though we did see very fine fields of cane and a little tobacco. It must not be forgotten that the proposed wagon road will occupy the exact centre of the valley. Now the lands here are of the finest possible description, I am informed, but I did not see them, because we came by the northern road and returned by the southern.

Still the probabilities are that this is the finest location. To persons desirous of settling in any part of the Vega, and specially in this, there is, however, a drawback. The titles to land will be most unsatisfactory, unless obtained from the Samana Bay Company. No one purchasing can be at all sure unless the titles are examined by some lawyer who is an expert in Spanish titles. Almost all the land owned outright is held by Spanish grants, the Dominican Government having only given leases.

These are not accurately drawn, the duration of time is loosely expressed, and there is the utmost vagueness in defining the boundaries. I truly believe that no one can, with safety, do anything in the Vega until the Samana Bay Company has built its road, and made some arrangement about the purchase of lands. It may be thought that they will monopolize everything, and prevent a settler from getting good bargains. But though this may sound reasonable in New-York, it is very foolish talk here, because Samana can only be made valuable in a high degree by the development of the Vega, and it is the first and chiefest interest of the Samana Bay Company to invite men of some means, who will go heartily to work to raise the Vega staples.

Tobacco is by far the most remunerative crop, but, unfortunately, I could not get any figures on the point. Both at Santiago and Puerto Plata they evaded inquiry, because they knew perfectly well that the transportation swallowed up almost all the profits. With a wagon road and steamers, three-fourths of this expense will be cut off, and the money will go right into the pockets of the producers. In cacao and coffee there is no chance for the small cultivator, because the trees cover a wide area and much labor is required to husband the crop and present it in a marketable form. With regard to sugar, I have written previously. With a little money, a man can make a very fair profit; with $50,000 capital, he can receive his capital back in three years.

The cost of living is very great to the traveler. For every article the most absurd prices are charged. At Moca, at Macoris, at Almacen, and Santiago, our bills were absolutely frightful. The only thing that was cheap was cigars, which cost a cent apiece. But for a man settled in the country, perhaps there is no cheaper place in existence. It is only the flying bird that is plucked. Here in San Domingo a good, comfortable house can be obtained for $10 a month, a cook for $5, and a man for $5. The cost of the table will amount to about $4 a day for five persons, and for that amount one can live excellently.

In the suburban village of San Carlos one can do still better. A very good house can be hired for $4 a month, and provisions are cheaper. In a year's time Samana will be much cheaper than this place, because, being a free port, all imported goods will be so cheap as to force down native articles. In the way of living, Samana has certain advantages. It has all the good fish of San Domingo, and also the *langouste*, or spiny lobster, a most delicious crustacean. There are oysters also, saltish, and perhaps a trifle coppery, but Americans will find oysters so in every country save their own. There are also wild ducks and wild guinea fowls, and along the ridges of the mountains are wild boars and wild cattle.

At present, I think, Samana would not be a very agreeable place, for though there are many good houses building there were few built when I was there. But as soon as the hotel is finished the advantage will be so immeasurably with Samana that no one can hesitate between the two. For those persons who mean mining, San Cristobal, in the vicinity of Santo Domingo, is the natural head-quarters. But for cultivators of the soil Samana is the point. To men who prefer market gardening to agriculture, and who understand the raising of fruit and vegetables, Samana is just the place. The company can sell land lots of a few acres, which is all that a man can handle in that line, without great expense. But to all men intending to emigrate to this earthly paradise, I would say, "Wait," wait until the Samana Bay Company commences to build its road, and then go and buy farms in the vicinity. GAR.

### Return to San Domingo City—The Sugar Interest—Tobacco—Gen. Baez.

From Our Special Correspondent.

SAN DOMINGO, HOTEL DU COMMERCE, Wednesday, March 19, 1873.

While we linger here in expectation of the arrival of the Tybee, we are, unfortunately, debarred by the weather from visiting certain points in the south that are of interest. These are notably Azua, to the west of San Domingo City, and various small ports to the eastward, in the undeveloped but rich province of Seybo, the southern half of which is one extended plain, diversified by fine rivers, some of which are navigable for a short distance from the mouth. At Azua the spirit of progress has come personified by a French company of *exploitation*. The word, I am aware, is not English, but the English language does not contain anything that expresses it.

The leading man of this association is a M. Schacher, a Belgian, who has for a long time made his home in Paris, and who is certainly worth from $5,000,000 to $6,000,000. He has establishments in various parts of France, in South Germany, in Russia, and in the Island of Guadaloupe. In this last place he established what the French call an "Usine Centrale," which is an immense mill for crushing sugar-cane, used by every one within carrying distance. The toll is paid either in money or cane, or the manager will purchase all the cane that is brought to the mills.

It is, I understand, the intention of the company to have a similar mill at Azua, which is the centre of the sugar-producing region of the south. The method of crushing here is lamentably rustic, and could not be endured by a people less idle than the Dominicans. There are two wooden rollers fixed in a stand, each of which is armed with a tolerably long handle. The rollers are about six inches in diameter and two feet long. Between these the cane is placed, and two men turn the handle and crush by inches, as one may say, the juice falling into a very small tub below. In spite of these primitive methods the rough sugar produced is very good, and the molasses is without doubt the best in the world, infinitely superior to the golden syrup so beloved of fair Americans when in conjunction with corn-bread.

If I were a capitalist, or a bloated bondholder, or any thing of the sort, I would certainly purchase all the molasses in the south and ship it to New-York. At present there is no sale for it, and it is converted into rum at forty cents the gallon. Before Spofford Bros. sent the Tybee to these waters it was only twenty, but since communication has been opened between San Domingo and Puerta Plata the price has doubled, and there is a constant demand for the article in the northern city. The Frenchmen, therefore, have every prospect of success before them as regards the cane. There is but one drawback, which is the want of population, to which I will advert in a later part of this letter.

But besides erecting central mills the French company designs to erect buildings to extract dyes from the various woods of this island. I know only of logwood and fustic, but am informed that this party is aware of others at present unknown to the world. It is obvious that by extracting these colors on the spot an immense saving will be effected. Heretofore the logs have been sent to Europe and America, and being bulky have cost large sums for transportation. Mons. Schacher thinks he will be able to do this, which I believe has never before been attempted, because the processes involved more skill and care than such laborers as are to be found in the regions of the dye-woods could furnish.

This company has obtained large concessions from the Government in aid of this special project, and I believe that the plans are to go into operation almost immediately. Mons. Schacher, who is a very plain practical man, without the least pretension or bluster, and without the least trace of his millions in his manners, has been traveling lately to a salt mine, and as the locality was on the borders of Hayti, the Government sent fifty men with him to secure him from the Dominican bugbear. The Government also is desirous of building a short railroad or tramway from the City of Azua to the beach, for there is no river, and, indeed, no harbor at this point.

But, although the rails have been purchased, which, with American railroads, is generally the sticking place, though the distance is only four miles, and there are no engineering difficulties, yet nothing has been done, and probably nothing will be. I myself doubt the expediency of attempting to make a harbor of Azua, since it is only an open roadstead, like Puerta Plata, but there is some fatality about this island. All the excellent harbors have been ignored, and those that are in existence are either unsafe or else only fitted to vessels of very light draught.

For example, here is San Domingo. If a vessel draws more than ten feet of water, she must remain outside in the open roadstead. Now Romana, about two days' sail from San Domingo, is, I am informed, an excellent harbor, and well suited in every respect for heavy craft. Romana is the natural outlet of the Province of Seybo, the most neglected part of the island. Not far from this port is the City of Higuey, where, in consequence of the increasing demand for tobacco, some inhabitants have been stimulated to try and cultivate it. Curiously enough, the tobacco they succeeded in raising was so superior in quality that the aristocracy of San Domingo will smoke no other.

It is unfortunate that the plan of annexation was crushed by Senator Sumner, because, under American rule and with American enterprise, this Province of Seybo might be made very remunerative. The northern half is very hilly, but the southern portion is one immense plain, stretching in unbroken verdure from the Ozama to the sea. This great expanse is covered with sweet, nutritious grass, and here the finest cattle are raised. Almost all the beef of the island comes from this region, and herds are driven across, I will not say how many ranges, to Puerta Plata. The map of Col. Fabens is about as inaccurate as can be imagined, not so much in positive errors as in omissions. The entire centre of the island is a sea of hills and mountains, and it is not until you get to San Juan that there is the least trace of a plain. From this point there is a valley which, sometimes broad, sometimes narrow, creeps on to the hills of the Haytian frontier.

West of Santiago there is a long narrow plain—the valley of the Yaqui—which broadens as it approaches the sea. The valley of the Yuna and the Camu, popularly known as the Vega, is much broader, and in fertility very superior to these. But Seybo is really the only part where there is a fine plain, and here it would have been natural to suppose a city would have arisen of considerable magnitude. Such, however, has not been the case, and the traveler who considers the location of the old cities built by the Spaniards, will at once see that the considerations which guided them were either military or had reference to mining.

Not only does tobacco grow well on these plains, but the sugar-cane has succeeded as well here as in the neighborhood of Azua, and there are sugar plantations at a little place called Macoris, about one day's sail from San Domingo. These are not worked to any great extent, for want of capital, but would be found remunerative to any one with $50,000. One-tenth of this sum I have assigned for obtaining Chinese labor. The fact is, that the population here is very scant, and I firmly believe that the vote upon the session of Samana called forth a greater proportion than I wrote you. The Vega is by far the most populous province, and yet when I remember the view at San Cerro, I can only think even of that province as a desert. Though the eye roamed delightedly over that lovely valley, and took within the circle of its vision an enormous expanse of country, how few, how far apart, were the cultivated patches that spoke of human habitation!

It would be, I am convinced, impossible to get 500 laborers for any undertaking, either of the Samana Bay Company or the Schacher Association of Azua. The reason of this scant population I honestly do not comprehend. The women are prolific, for I see armies of children, the place is undeniably healthy, the land is fertile. Yet there is not a larger population than 145,000, whereas in Hayti there must be nearly 800,000, and their territory is only one-third of the extent of Dominica.

Now, in the present, the importation of Chinese coolies, will, doubtless, be all that is necessary, but in the future building up of the island it will be necessary to invite immigration. And this leads me to the point which I have before noticed—the importance of the Vega to Samana. The peninsula is almost all mountains, and though these hills are very fertile, as witness the fact that they are wooded to the very summit, yet, I doubt whether men accustomed to cultivate the plain will look very longingly at the hills around Santa Barbara.

If American immigrants come here, they will want to go to the Vega, the healthiest, the most fertile part of the island. But it is my duty to tell the public that it might not always be satisfactory to an American to be under Dominican rule. In a former letter I showed that the holding of real estate was not satisfactory, and that emigrants would not care to hold land save from the Samana Bay Company. I am now convinced that they would not like to be under any other authority save that of Samana.

Baez is emphatically a good man, a very good man, with but one object—the welfare of his country. But the Government is a despotism, rendered necessary by its very weakness. And Americans might not be pleased to be obliged to get permission to buy gunpowder, or to have their Spanish newspapers stopped, and other little regulations which the intrigues of Spain and the chaotic condition of the country have made indispensable to the safety of the Government. I do believe that some arrangement might be made with Baez about the Vega, for it is truly in the interest of his country, and he himself is well aware that his subordinates, from the want of roads and communication, are in many places virtually left to their own devices.

No matter how mildly he may sway the despotic powers which the President possesses, he could not be sure of them, trained, as they have been, in the extraordinary school of Dominican politics. And I have doubts whether Americans would yield that respect and courtesy to colored officials which is their due, and which would be expected. In short, not to put too fine a point upon it, I would say that the place for American emigrants is the Vega, and that the Vega is no place for them until it has been united to Samana.

When that has been done, I feel that it will pass the bounds of imagination to predict the amount of tobacco, sugar, coffee, and cacao that will be raised there within one generation. But I do emphatically say that without some such measure, the amount cannot greatly be increased from what it is now, because there is so small a population. This seems to me to be the fundamental root of all Dominican woes. There are not enough of them to make a people. GAR.

# ROMANCE OF A LIFE.

## The Story of Lady Ellenborough—An English Lady Weds an Arab Chief.

Mrs. Isabel Burton writes under date Trieste, March 19, to the *Pall Mall Gazette*: Will you allow me to contradict, as the editor of the *Triester Zeitung* has done here, the correspondent at Beyrout, who writes to the *German Gazette* of Vienna concerning the late Lady Ellenborough? I scarcely know where to begin, but I must do it to keep my last promise to her. I lived for two years at Damascus while my husband, Capt. Burton, was Consul there, and in daily intercourse with the subject of this paragraph. Knowing that after her death all sorts of untruths would appear in the papers very painful to her family—as, indeed, she was not spared while living—she wished me to write her biography, and gave me an hour a day until it was accomplished. She did not spare herself, dictating the bad with the same frankness as the good. I was pledged not to publish this until after her death and that of certain near relatives; but I am in a position to state that there is a grain of truth to a ton of falsehood in the paragraph from Beyrout, and inasmuch as Beyrout is only seventy-two miles from Damascus, the writer must know that as well as I do. It must have come from a very common source when such English as this is used: "Between Beyrout and Damascus she got pleased with the camel-driver!" It suggests a discharged lady's maid. I left Damascus just a year and a half ago, in the middle of the night, and she was the last friend to see me out of the city. As she wrung my hand, these were her last words: "Do not forget your promise if I die and we never meet again." I replied: "Inshallah, I shall soon return." She rode a black thoroughbred Arab mare, and, as far as I could see anything in the moonlight, her large, sorrowful, blue eyes, glistening with tears, haunted me. I cannot meddle with the past without infringing on the biography confided to me, but I can say a few words concerning her life, dating from her arrival in the East about sixteen years ago, as told me by herself and by those now living there, and I can add my testimony as to what I saw, which I believe will interest every one in England, from the highest downward, and be a gratification to those more nearly concerned. About sixteen years ago, tired of Europe, Lady Ellenborough conceived the idea of visiting the East, and of imitating Lady Hester Stanhope and Lady Mary Wortley Montagu. (There is also a French lady, Mme. de la Tour d'Auvergne, who has built herself a temple on the top of Mount Olivet, and lives there still.) Lady Ellenborough arrived at Beyrout and went to Damascus, where she arranged to go to Bagdad across the Desert. A Bedouin escort for this journey was necessary, and as the Mesrab tribe occupied the ground the duty of commanding the escort devolved upon Shaykh Mijwal, a young brother of Shaykh Mohammad, chief of this tribe, which is a branch of the great Anazeh tribe. On the journey the young Shaykh fell in love with this beautiful woman, who possessed all the qualities that could fire the Arab imagination. Even two years ago she was more attractive than half the young girls of our time. It ended by his proposing to divorce his Moslem wives and to marry her; to pass half the year in Damascus, (which to him was like what London or Paris would be to us,) for her pleasure, and half in the desert, to lead his natural life. The romantic picture of becoming a queen of the desert and of the wild Bedouin tribes exactly suited her wild fancies, and was at once accepted, and she was married in spite of all opposition made by her friends and the British Consulate. She was married according to Mahommedan law, changed her name to that of the Hon. Mrs. Digby El Mesrab, and was horrified when she found that she had lost her nationality by her marriage, and had become a Turkish subject. For fifteen years she lived, as she died, the faithful and affectionate wife of the Shaykh, to whom she was devotedly attached. Half the year was passed in a very pretty house she built at Damascus just without the gates of the city, and the other six months were passed according to his nature in the desert in the Bedouin tents of the tribe. In spite of this hard life necessitated by accommodating herself to his habits—for they were never apart—she never lost anything of the English lady, nor the softness of a woman. She was "grande dame au bout des doigts" in sentiment, voice, manners, and speech. She never said or did anything you could wish otherwise. She kept all his respect, and was the mother and the queen of his tribe. In Damascus we were only nineteen Europeans, but we all flocked around her with affection and friendship. The natives the same. As to strangers, she only received those who brought a letter of introduction from a friend or relative, but this did not hinder every ill-conditioned passer-by from boasting of his intimacy with the House of Mesrab, and recounting the untruths which he invented, pour se faire valoir, or to sell his book or newspaper at a better profit. She understood friendship in its best and fullest sense, and for those who enjoyed her confidence it was a treat to pass the hours with her. She spoke French, Italian, German, Slav, Spanish, Arabic, Turkish, and Greek as she spoke her native tongue. She had all the tastes of a country life, and occupied herself alternately with painting, sculpture, music, or with her garden-flowers, or poultry, or with her thoroughbred Arab mares, or carrying out some improvement. She was thoroughly a connoisseur in each of her amusements or occupations. To the last she was fresh and young; beautiful, brave, refined, and delicate. "*Bon sang ne peut mentir.*" Her heart *au fond* was noble; she was charitable to the poor. She regularly attended the Protestant church, and often twice on Sundays. She fulfilled all the duties of a good Christian lady and an English woman. She is dead. All those who knew her in her latter days will weep for her. She had but one fault, (and who knows if it was hers,) washed out by fifteen years of goodness and repentance. Let us hide it and shame those who seek to drag up the adventures of her wild youth to tarnish so good a memory. *Requiescat in pace.*

### Religious Difficulties at the Cape—Burning Human Bodies.

The *Western Morning News* quotes a letter in one of the Cape newspapers relating a curious circumstance which came to the knowledge of the passengers of the mail steamer Roman, on her last outward trip. While at Madeira their attention was attracted by a column of smoke rising from the western part of the island, away from the town of Funchal, and inquiries elicited the answer, "Oh, they are burning the Captain of the English brig that was wrecked the other day." It appeared that the brig Champion of Banff went ashore while the English fleet were at anchor in the roads, and that the Captain and four men were drowned. Their bodies came ashore, but as the Roman Catholic law did not permit of the decent interment of heretics, the five sailors were coated with tar and publicly burned, in spite of the remonstrances of several resident English. It was the smoke from the bodies that attracted the attention of the passengers of the Roman. The crew of the English brig Juan offered to bury their fellow-countrymen at sea, and when the Roman left were not allowed to go on shore for fear of their making reprisals. The letter adds that "the Church of England is well represented by more than one or two clergymen and the usual antagonistic High and Low parties."

# FRANCE.

## The Case of Marshal Bazaine—Praise for the Executive—Honors for M. de Rémusat—An Active Centenarian.

From Our Own Correspondent.

PARIS, Thursday, March 27, 1873.

For want of a more exciting topic, several of the journals are discussing the "affair Bazaine," and in passionate terms commenting upon the published interviews with the Marshal, recently published in the London Times. The Republican journals, and all friendly to the men of September, are very bitter against Marshal Bazaine, and call for his condemnation. Some of the others demand his trial. The difference will be remarked, since the former have already tried the Marshal and found him guilty of treason, and hence all they desire is an official condemnation. M. Thiers is growing anxious over the suit, for the results of Trochu's case against the *Figaro*, for defamation were not of a nature to make a second attempt desirable, all the more since Maitre Lachaud has been ten months engaged upon the case. At no time has the President believed the Marshal guilty, and at no time has he ceased to treat him in a friendly manner. But public opinion demanded a scapegoat; the Republicans made the Marshal's trial a part of the price of their support, and the Government of Tours and Bordeaux felt that its justification lay in the Marshal's condemnation. Hence, since action had to be taken, but, I believe, with the Marshal's knowledge and consent, the affair has been allowed to drag on for nearly a year, with the hope that public opinion would undergo some change. There seemed to be a change not long ago, and the popular feeling was tested by some semi-official rumors, and by this more important publication in the *Times*. The organs of the President hinted that the officers engaged in getting up the case for the Government had failed to find the proofs demanded in an affair of so much weight, and hence, were of opinion that a report of *non lieu* would be necessary. Contrary to expectation, this raised a storm in the Press, for even the journals which are favorable to the Marshal did not like to lose the opportunity of reporting at length the trial of a Marshal of France, and those opposed to him felt that their own condemnation would be found in the report that there was no case against Bazaine. The last word we have upon the affair comes from M. Thiers, who said, in conversation, yesterday, that he was in favor of ordering the case discontinued, but that the Marshal himself had declared that his honor would not admit of such a termination, after ten months' imprisonment, and after the very serious charges which had been made against him. There the affair rests at present, but it is very evident that M. Thiers fears the scandal which will surely be raised by this trial, and that he would like very well to get out of the matter if public opinion would let him.

PRAISE FOR THE EXECUTIVE.

M. Thiers has just given a rather sharp rebuke to the men of the extreme Left, who, in order to provoke the Right, offered a resolution giving him the entire honor and glory of the liberation of France. Sunday the twenty Mayors of Paris, accompanied by several adjoints, went in a body to Versailles for the purpose of thanking the President for his efforts, and congratulating him on his diplomatic success. M. Thiers received these important officials very cordially, but stopped them when they began to give him credit for everything. "Gentlemen," said he, pointing to Count Charles de Rémusat, Minister for Foreign Affairs, "first and above all congratulate my dear friend, my courageous, my clever, my able, my precious colaborer. No man more than he has a right to your gratitude, and to that of the country." There was a very sincere and hearty emotion among all present, and the Mayors immediately surrounded the modest but able Minister, and gave him their warmest thanks. Indeed, there are few men in France, or in the world, equal to the Comte de Rémusat, who, *grand seigneur* in everything, and particularly in intellect, is one of the most modest and unassuming men I have ever met. His mind is superb in its brilliancy and good sense, and with a comfortable amount of optimism he combines a skeptic nonchalance and the calm belief that the world is always growing better, which makes him a model to rising young men. As if by inspiration, one of the Mayors remarked that there were two or three vacancies at the present time, and hoped M. de Rémusat would not refuse a seat in the Chamber as Deputy from Paris. M. Thiers warmly seconded the idea. After a time the proposition was accepted, and M. de Rémusat, with the prestige of his name, with the aid of M. Thiers, the Government, the Academy, the Mayors, and the entire administration of the city, will soon be brought forward as a candidate. Probably this is a clear case of an official candidate, but it is just one of those cases where there is more merit in breaking through a rule than in following it to the letter. It is probable that there will be no opponent brought forward by any party.

ACTIVE OLD AGE.

Speaking of M. de Rémusat, who is now seventy-seven years of age, I believe, reminds me of the aged men who are now active in public affairs, and who seem to keep a large share of their juvenile activity and intellect. But a still more remarkable case than any connected with the Government is seen in the records of the Count de Waldeck, who has just been made director of a theatre building in the Cité de Retiro, near the Madeleine. This gentleman recently celebrated his 107th birthday. For the benefit of the skeptical I must say that the records are without a flaw, and that the extracts from the legal documents establishing his *état civil* show that M. de Waldeck was born on the 16th of March, 1766. He is a native of Prague, but is a naturalized Frenchman. Of the contemporaries of Louis XV. he is the only one, so far as known, who saw a third French republic. The Comte de Waldeck gave forty years of his life to scientific voyages in different countries, visiting Nubia, Abyssinia, Mozambique, Mexico, Brazil, in fact, making the tour of the world. With the exception of being hard of hearing, M. de Waldeck is in the enjoyment of all his faculties, is straight and active, and is still making projects for the future. His memory is good and he retains many curious souvenirs of his long career. He has a sad one of Austerlitz, by the by, where he was a Captain in the Fourth Hussars, and received a ball which has never been extracted. It gives him great pain at times, even to this day. At eighty-four M. de Waldeck married an English woman of forty, and had a son, now twenty-two years of age. He is a painter of talent, and at the last salon had a picture entitled "Loisirs d'un Centenaire." This interesting old man is now active in this theatre project, the purpose being to give historical dramas. It will be completed in two years, at which time M. de Waldeck, at the age of 109, will be its director. This is not the first time he has been in the business, however, for he was administrator of the Old Porte-Saint-Martin Theatre in 1793. M. de Waldeck is laying his plans for the next five years.

SARDOU'S LATEST.

"Andrea," Sardou's play which appeared in New-York as "Agnes," has been given at the Gymnase, but does not receive favorable mention from the critics. Several of them say that it is saved by one single scene, and that nothing but great talent on the part of the artists can save the piece as a whole. Nevertheless it is a financial success, which is the main point to Sardou, and will bring him a large sum of money. It is very rare to find the critics so generally agreed in condemning a piece by any popular writer. It is said that Offenbach intends to take the Gaîté, and to play his own pieces in spite of the refusal of the Literary Association to sanction the proceeding. He will begin by giving a piece approved by the society, and then bring out "Orphée." But two courses are open to him—to have his theatre conducted under the name of some associate, or to defy the "Association of Literary Men." It is generally supposed that something dreadful will happen if a man defies this society, but I imagine that Offenbach will break it up completely. It is an arbitrary and absurd affair, intended to protect the authors in the society against those out of it or against all rising young men.

# LOUISIANA.

## Prospects of the Kellogg Government—A Southern Manifesto—Position of the Colored People.

From Our Own Correspondent.

NEW-ORLEANS, Monday, March 31, 1873.

The State Government, under the administration of Gov. Kellogg, is slowly but surely progressing, and the strength of the opposition, which culminated in the attempted seizure of certain police stations in this city, is fast waning. The taxes are being collected by the proper officers having charge of this business, in money, and not in State warrants, as was the case under the Warmoth administration. The tax-collectors are held to a strict accountability in the discharge of their duties, and the Courts of the State seem disposed to make them do what the law requires of them, that is, to pay over to the State Treasurer the moneys collected by them without unnecessary delay. It has been the practice with this class of officials previous to the accession of Gov. Kellogg to collect the taxes of the State in money, and when their returns were made to the State Treasurer, State warrants, which could be purchased at a large discount, were brought into requisition and presented to and received by the State Treasurer in discharge of the tax-collector's indebtedness. Very many of these State warrants were fraudulent, and if contested before the Courts would have been held so

CHARACTER OF THE FORMER STATE OFFICERS.

The Warmoth officials for the most part were men characterless and irresponsible, who had no regard for the people of this State, except to rob and plunder them, which, under the example of their leader they did, and necessarily it requires a herculean effort on the part of the present Governor to correct this demoralized State of affairs. This, it is gratifying to know, is being done by Gov. Kellogg, as will be manifested by the increase in the value of honest and legitimate State securities, and the payment of the interest on the State debt. The so-called tax resisters are discovering that the reform movement is gaining ground, and many of these men who believed that the Kellogg Administration would be a continuation of the Warmoth rule, finding that they are mistaken, are coming to the support of the former, and are giving up their opposition to the powers that be. The broken pledgeing which was kept up under Warmoth is checked under the able and skillful management of our Auditor, Charles Clinton, late United States Treasurer in this city, and of whom no better commendation may be mentioned than that in giving up the latter office, his accounts were found to be balanced to the last cent. To the holders of Louisiana State securities I may say that the interest upon them, while the present Governor holds his place, will be faithfully and promptly met and discharged.

THE FEELING IN THE SOUTH.

That your readers may know and understand that the feeling of hatred and revenge still exists in the minds of many of the people of the South, the following interesting epistle, which was recently sent to Judge Durell, shows:

NORFOLK, Va., Jan. 8, 1873.—Box No. 660.

*J. St. D., Esq., Sumter, S. C.:*

DEAR SIR: I have just received your favor of the 4th inst. (my birthday) and have to thank you for your present. Enclosed I send you a copy of *Southern Nights and Northern Wrongs*, Pamphlet No. 4. I shall continue to send and scourge the carrion souls of Northern abolitionists made to aid in up-rising rebel Government at Washington to the contempt and derision of the whole world, consigning its hateful and abhorred memory to the execration of future ages. The name of your town reminds me that the exiled Huguenot found a safe refuge in the wilds and religious rights (gaining glory in the war of the Revolution) under the palmetto flag of chivalric and down-trodden South Carolina, now under the rule of the ignorant, brutal, and drunken negro and the white leaders (Grant being their pet) year and the dead our Lincoln their patron saint. Cursed be both in the world to come! I might show that the civil war was unjustifiably and unnecessarily begun by the North, when the perjured President Buchanan, who could find nothing in the Constitution to warrant the General Government's coercing a sovereign State, (the cruel necessity of which I deeply caused Fort Sumter to be furnished with provisions and supplies, I swear to better serve Charleston, the capital of your State, in great measure at the word of honor, pledged to the commissioners of Buchanan's cabinet, dooming that doomed city—Anathema, Maranatha! I have prepared and printed a general form of my curse against all who took part, or aided and abetted, in that wicked war of invasion; a war of wholesale rapine and arson, rape and murder. "Hood, that wrecked Sherman's army in Georgia and wide, though every town and village, the most remote and obscure in New-England and the Northwestern States, carved out of the territory ceded to them. I send you a copy of it. I send you a copy thereof for your perusal and that of your fellow-citizens, and I shall send another copy to every public man of any note abroad or in the now disunited States. (Sumter is the capital chained to a triumphal car of the Northern barbarian leader, an Attila, (Sherman is little,) who boasted that where the iron foot of his war-horse trod, the grass ceased to grow,) to every Senator and every lying politician in the country, and to every peace and war orators. They shall feel the full force of my right arm. I have hardly yet made a beginning of them. Your State is the subject of my daily thanksgiving, and stirs my deepest emotion and gratitude. I pray that the Almighty God in his mercy no longer to liberate the remainder of the Knights prisoners at Albany, whom he knows are all innocent of any crime; let him dare, with his Cabinet of assassins, (after his second inauguration and oath of office,) to pass Mount Vernon, Bull's Run, Fredericksburg, Spottsylvania Court-house, Richmond, and Chancellorville, with its monument of Virginia's great men, and Appomattox Court-house (everything sacred and historical in a valley to be doomed to destruction,) on his accursed way through North Carolina, to visit and shake hands with his black constituents of the Palmetto State, who bearded the lion in his den across the Potomac, and I will write him a second letter, compared with which my first epistle to Hiram shall seem to be a gentle benediction.

I lay no claims to write like Homer, Shakespeare and Scott, or Milton, but I can wield my gold pen in my own way. I know some secrets of the human heart and human mind, and I can, when I choose, smite mankind with the sword of the spirit, though little behind the latter in deals. I propose the downfall of the radical Rebel Party, for I believe every attribute of the Almighty is against it, and I foretell death, political death and destruction to it, and the final restoration of all the Southern States to all their rights under the late Constitution.

I salute you with my respect and kind regards, and I am your obedient servant,

JOHN M. GORDON.

P. S.—Show this letter to any one you choose. I shall probably send a copy to the tan-yard bull-dog Grant, or you may do so.

Judge Durell, New-Orleans, La.

Let those who read this document make their own comments. A similar one has been sent to many of the Republican officials throughout the South, and it is reasonable to suppose that the threat announced in the postscript has been faithfully carried out. Apropos to this was the closing portion of a violent and denunciatory speech recently delivered in this city by a lawyer named Ellis before a McEnery meeting in Lafayette square in February last, in which he closed with these words—"Cæsar had his Brutus, Charles I. his Cromwell, Lincoln his Booth, and Grant may profit by their example."

POSITION OF THE COLORED PEOPLE.

The newly-enfranchised citizens here recently held a large public meeting, at which certain laudatory resolutions were adopted, the main object of which was to indicate whom they regarded as their friends in the late contest for power in this State. From the gatherings of these people here, and in other parts of the State, it is manifest that they are feeling the influence of the political power which they believe they possess, and intend to exercise to its fullest extent in rewarding their friends, especially of their own color, and punishing their enemies. That these people are Republicans in their sentiments cannot be doubted, but they are rapidly becoming as clannish as the people of other nationalities in this country have shown themselves, especially in the bias of their political action. These people are rapidly leaving the border States and emigrating to the Gulf States, especially to Georgia, Alabama, and this State, a fact which the later census returns will prove.

Among those who are seeking homes in these States, are the better educated of this people who intend ultimately to Africanize and control the Government of these States in the interest of their race. Every day evidences this to be the intention and design of the leaders among this people whom we call the newly-enfranchised citizens of this Republic. It is especially so in this State. They are coming forward and engaging in the liberal professions, that they may be prepared when the opportune moment arrives, to fill every office, from the Governor to the lowest, with the people of their own color, to the exclusion of the whites.

In addition to all this, many of the leaders of this race have the vanity to believe that, in the event of the acquisition of Cuba and San Domingo by the United States, their race will then hold a balance of political power which will enable them to secure a large amount of Government patronage, from which they now consider themselves excluded. Suffice it to say, that there is no limit to the political ambition of this people, encouraged and led on as they are by leading men of their own color in these Southern States. During the short period in which they have had the privilege of engaging in the business of politics, they have acquired a proficiency truly astonishing to one who has seen the strifes and mutations of political parties for the past half-century. It is satisfactory to know, in this connection, that the schools throughout this State are well attended by the children of these former slaves, who eagerly seek the advantages offered to them of acquiring an education which will fit them for the duties and responsibilities of that citizenship so recently conferred upon their progenitors by the Republican Party of these United States. This is highly commendable, and it would be well if the white people of the Southern States who now figure in the illiterate returns of the late census would follow their example.

UNITED REPUBLICANS.

There will now be no necessity for a bitter fight in the Republican Party of the State, as the State and Federal Governments are in perfect accord. For this reason, also, the large expenditure on the part of the Federal Government for the overthrow of despots and demagogues, who intended to ignore the force and effect of constitutional amendments, will no longer be required. Besides, the Federal officials can now safely attend to their duties free from the cares and anxieties attendant upon watching the movements of plotters against the peace of the nation. The civil service system may now be invoked, and ought to be to its fullest extent. The frauds and defalcations which have transpired here among State and Federal officials for the past ten years are being brought to light, and many of these surviving delinquents are being dealt with by the authorities having these matters in charge. A new era is dawning upon us, and the people rejoice in the prospect before them of honest administration and a faithful execution of the laws.

# NEW-JERSEY.

## A Chapter on Railroad Matters—The New Through Lines—The Aggregate of Railroad Capital—Accidents Last Year.

From Our Own Correspondent.

TRENTON, Friday, April 11, 1873.

The New-Jersey Railway Company, just organized under the General law, proposes to construct a through road from the Delaware River, at a point four miles above this city, by way of Bound Brook and Newark, to Jersey City. The road will run, at some places, directly alongside of the National Air-line route, and will assume a sharp competition for the local travel and freight. At the Delaware River the road will connect with one already chartered by the Pennsylvania Legislature, and will thus reach Philadelphia. A number of the leading capitalists of the State have already identified themselves with the enterprise, but it is understood that it will be under the control of the Pennsylvania Central, which finds it absolutely necessary to have largely increased facilities for the accommodation of the business which it accumulates at Philadelphia from the South and West, and pours thence across New-Jersey to its terminus on the Hudson. At the latter point the company is now preparing to develop and improve its Harsimus Cove purchase by erecting thereon immense depots, warehouses, and elevators, whence the products of the Western farms may be placed directly on shipboard from its cars and dispatched to the ends of the earth. As a preliminary to this improvement, the company is now building an elevated railway from the easterly side of Bergen Hill directly to Harsimus. Meanwhile, it is erecting on the meadows, between Hackensack and Passaic, vast work-shops, round-houses, and other necessary buildings for the accommodation of its great array of rolling-stock, and has also commenced the construction of a coal depot, whence all its roads in Eastern Jersey will draw their supplies of fuel. Inside of a year the entire tract of meadow lying between the Morris and Essex Road and the line of the old New-Jersey, will be gridironed with tracks tending to and from the structures now erecting, and, in fact, there is now scarcely an hour of the day or night when half a dozen freight-trains loaded with produce from the Pacific slope and the great Western States may not be seen lying on the sidings west of the Hackensack, waiting an opportunity to get into Jersey City. The Pennsylvania Company will, it is said, expend in all $4,000,000 in New-Jersey during this year in the enlargement of its facilities and the provision of new ones. This is exclusive of any sums it may appropriate in aid of the enterprise just organized under the General law. The President of this new company is Mr. Edward T. Green, a prominent and influential lawyer of this city, who was induced to accept the position as an evidence to the public that the organization "means business," and is to be rigidly kept out of the rut of old Camden and Amboy associations.

THE NATIONAL ROAD.

The National Company is preparing to resume work on the construction of its road, the terminus of which, in Philadelphia, will be at Ninth and Green streets, and in Jersey City at the Communipaw Ferry of the New-Jersey Central. The road will be eighty miles in length, and will be built in the most substantial manner, equipped with a double track of first-class Bessemer steel rails, so as to admit of the highest rate of speed. The company expects to make the run from city to city in two hours, there being but one city on the route at which it will be desirable for through trains to stop. Every highway crossed by the road will be bridged, and, in running through Newark and the few towns on its route, it will run on trestle-work. Newark Bay will be crossed on an iron bridge, the eastern end of which will rest on Bergen Point. It is estimated that it will require $8,000,000 to construct and equip the road according to the plans now proposed.

TAXATION OF RAILWAY PROPERTY.

Mr. James S. Yard, the commissioner to fix the value of railway property, just appointed by Gov. Parker, is the editor of the Freehold *Democrat*, and is a thoroughly honest and conscientious man, who will jealously guard the interests of the State so far as he understands them, while seeking at all times to do justice to the railroads. Having, however, spent his whole life among books and types, it may be doubted whether his qualifications for this important office are equal to those of a more practical and experienced man having some knowledge of railway property and its relations to the aggregate prosperity of the State. It is believed that the law passed by the Legislature for the municipal taxation of this description of property will, upon any fair valuation, yield a quarter of a million revenue at least, while some hope to see it reach double that amount. There are intimations that some of the companies will resist in the courts any construction of the law which requires them to pay local taxes on the "appendages" of their roads. Two companies, at least, claim to have a contract with the State exempting them from paying anything more than a tax of one-half of one per cent. upon the cost of their roads and equipments.

RAILROAD STATISTICS.

The annual reports of the various railroad corporations of New-Jersey, recently laid before the Legislature, present some statistics of general public interest. It appears, for instance, that the Pennsylvania Central operates, under its lease, the following roads: The Belvidere Delaware, the Flemington and Lambertville, the Camden and Burlington, the Cape May and Millville, the Freehold and Jamesburg, the Mercer and Somerset, the Millstone and New-Brunswick, the Mount Holly, Lumberton and Medford, the Pemberton and Hightstown, the Perth Amboy and Woodbridge, the Rocky Hill, the Salem, the Swedesboro, the Vincentown, and West Jersey Roads, besides the old Camden and Amboy and the New-Jersey Roads, and the Delaware and Raritan Canal. The aggregate cost of these several works was $33,646,427, and upon their entire capital the Pennsylvania pays ten per cent. dividends to the stockholders. The company also operates horse railroads in Newark and Jersey City, which were built by money furnished by the old joint companies. Most of the small local roads were constructed by these companies before the lease made to the Pennsylvania Central, and some of them would not now be in existence had it not been for the aid thus furnished by the "monopoly lords" who so long ruled our State.

Of the roads not under Pennsylvania control, the only one of importance in South Jersey is the Camden and Atlantic. This road, running from Camden to Atlantic City, was built at a cost of $1,678,072, and earned last year $464,706, its working expenses being $251,163. It made but one dividend of 3½ per cent. on the preferred capital stock.

The Erie Railway Company operates the Paterson and Hudson River, the Paterson and Ramapo, the Newark and Hudson, the Paterson, Newark and New-York, and the Northern Railroads. The aggregate cost of these roads was $9,689,613. Their earnings, going directly into the Erie accounts, are not reported in the annual exhibits.

The New-Jersey Southern Railroad reports its capital stock at $5,000,000, and first and second mortgage bonds at $2,582,000. It carried last year, exclusive of commuters, 392,682 passengers, and its total earnings were $618,876. This company operates the Vineland Railway, with a capital of $1,000,000 and a bonded indebtedness of $750,000.

FATALITIES.

During last year there were, on all the railroads of the State, so far as appears from their reports, 238 persons either killed, or more or less seriously injured. Of this number, twenty-nine persons were killed while walking or standing on the track of the trunk road between New-York and Philadelphia, sixteen were struck or injured while on the track between the same points, and sixteen were killed or injured in attempting to get on or off of moving trains. On the New-Jersey Central there were sixty "accidents" during the year, more than half of which were fatal. On the Morris and Essex Road, thirty accidents are reported. Thirteen roads report an entire exemption from accidents, and these are, singularly enough, for the most part single-track roads.

As illustrating the "movement of population" in and about the principal cities of the State, it may be stated that the three horse railroads in Newark carried last year 4,818,063 passengers, while one road running out of Jersey City carried, with its branche, 3,361,147 passengers.

## Improvements at and Around Long Branch—The Monmouth Beach Settlement—Railroad Facilities, &c.

From Our Own Correspondent.

LONG BRANCH, Thursday, April 10, 1873.

The rapidity of the development and improvement of this part of the New-Jersey coast is one of the marvels, certainly, of the present generation. A few years ago, Long Branch was simply a sleepy village, sunning itself on the edge of the ocean; now it is the most popular of all our Summer resorts, and the centre, during the hot, pleasuring season, of a population varying from 6,000 to 15,000 souls. Five years ago the beach, from Sandy Hook to Atlantioville, was a barren waste of sand and stunted pines and grass. Now it is lined with elegant cottages, and is rapidly filling with all the accessories of growth and improvement. The development of the section lying between Seabright and Atlantioville—known as Monmouth Beach—has been particularly rapid. About a year and a half ago a company of gentlemen, principally Jerseymen, conceived the idea that this large tract of waste land, extending from the ocean to the Shrewsbury River, and having an ocean frontage of two and a half miles, could be utilized for Summer residences, and having, in pursuance of this belief, purchased it, proceeded to divide it into plots, lay out avenues, and make other necessary improvements, including the relocation of the track of the New-Jersey Southern Railroad, so as not to interfere with the symmetry of the lots. A year ago cottages were erected by a number of the proprietors, and now there are some thirty in all, with a dozen more under contract, to be completed by Midsummer. These cottages are built entirely of wood, having no plastering or stone work of any sort, and are, many of them, exquisite in beauty and finish, and that, too, at a ridiculously moderate cost. Among those who already have cottages erected are A. Q. Keasbe, United States District-Attorney for New-Jersey; Vice-Chancellor Dodd and Hon. David A. Depue, of the Supreme Court of this State; Daniel Dodd, Thomas N. McCarter, and Francis Macken, well-known citizens of Newark; J. Wyman Jones, of Englewood; Edward A. Walton, Secretary of the Citizens' Insurance Company; D. J. Hoadley, of New-York; Hon. F. H. Teese, late Judge of the Essex Courts, and others equally well known in this State. Among those who are now building are Secretary of the Navy Robeson; ex-Senator A. G. Cattell; F. S. Winston, of the New-York Mutual Life Insurance Company; while Secretary Belknap, Admiral Porter, and others expect to build before the close of the season. A chief advantage of the settlement is that no one need "keep house" who wishes to avoid the worry and fret of maintaining an establishment, meals being supplied at a first-class club-house, to which two others are shortly to be added. All the cottages are within reach of the ocean, and each proprietor has all the "water privileges" he can desire. A magnificent avenue, 100 feet wide, extends all the way from Seabright to Long Branch, which, last Summer, was the favorite drive of the visitors to this resort. The Shrewsbury River, which constitutes the rear boundary of the tract, abounds in fish, crab, and oysters, and there men, women, and children find constant delight in sailing, fishing, &c. A sail on that river, from Pleasure Bay to Sandy Hook and return, has enough of tonic and pleasure in it to make a whole Summer memorable to the participant.

Below Long Branch, Ocean Grove is rapidly filling up, and I hear that at other points settlements are in contemplation and will shortly be made. Five years hence the whole coast will be studded with the Summer-houses of the opulent residents of the Metropolis and its suburban cities.

Here there are already indications of a busy season. Hotel proprietors and owners of boarding-houses are busily preparing for the expected rush of visitors, and the accommodations for the public will be better than ever before. The conveniences of travel will also be augmented, the New-Jersey Southern Railroad having enlarged its facilities, while, before the close of the season, it is expected that the New-York and Long Branch Road will be completed and open for travel, carrying passengers from New-York, by way of Elizabeth and Perth Amboy, to Long Branch in an hour and a quarter—all rail. There is every reason now to believe that this particular Vanity Fair will this year be more largely patronized than at any previous period of its history, and we all rejoice at the prospect.

The New-Jersey Railway Company, just organized under the general law of the State, is understood to be backed by the Pennsylvania Central. The proposed road will extend from the Delaware to the Hudson, and will be built immediately. In fact, a portion of the track is already laid under a special charter granted three or four years since. A road is also to be built, under the general law, from Rahway, on the Pennsylvania Central, to Roselle, or some contiguous point on the New-Jersey Central.

## Anticipated Outlays by the Pennsylvania Central Railroad.

*From the Pittsburg Commercial.*

The Pennsylvania Railroad Company has already recommenced grading for the additional double tracks between this city and Philadelphia, and it is estimated that the enormous sum of $19,000,000 will be spent during the present year by the company within the State. Of this amount $3,000,000 will be expended on the Pittsburg Division, extending from this city to Altoona, a distance of 117 miles. In the latter sum is included the cost of making the connection between the Pennsylvania Railroad and the Pittsburg, Virginia, and Charleston Railway, by bridge across the Monongahela, above the mouth of Turtle creek. This work is partly under way, and the estimated cost is $650,000. It is expected that the connection will be completed during the present year. The grading and excavating for the new double tracks between this city and Turtle Creek are already far advanced, and portions of the road-bed and tracks have been constructed. Other improvements will be made at this end of the line, which will absorb a considerable portion of the $3,000,000 to be spent on the Western division.

# LETTERS TO THE EDITOR.

## Judges' Salaries.

*To the Editor of the New-York Times:*

Your views, as expressed editorially in to-day's TIMES, on the subject of judicial salaries, must meet with the hearty approval of every member of the New-York Bar. The Judges of our Courts of Record are now an honor to the State and the country, and after we have purified the Bench and can begin to feel a pride in our Judiciary, it ill becomes us to be niggardly in the remuneration given them for faithful and arduous services.

We can't afford to be mean, if it is necessary to appeal to mercenary motives; for no first-class lawyer will accept a position which carries with it only third-class pay; and it is a well known fact that even at the present rates many of our judges have earned and still could earn larger incomes from their private practice. Yours, respectfully,

SAMUEL W. TUTTLE.

NEW-YORK, Tuesday, April 8, 1873.

## Post-Office Weights.

*To the Editor of The New-York Times:*

Permit me to call your attention to an act of Congress, approved July 27, 1866, and which, I presume, is but little known to the public. It is entitled "An act to authorize the use in post-offices of weights of the denomination of grams." It provides, "That the Postmaster-General be, and he is hereby authorized and directed, to furnish to the post-offices exchanging mails with foreign countries, and to such other offices as he shall think expedient, postal balances denominated in grams of the metric system; and until otherwise provided by law, one-half ounce avoirdupois shall be deemed and taken for postal purposes as the equivalent of fifteen grams of the metric weights, and so adopted in progression, and the rates of postage shall be applied accordingly. Now, it seems to me, the language "for postal purposes" being general, the people have a right to weigh and stamp their letters by the metric weights, at the rate of fifteen grams for each single rate. Three five-cent pieces weighfifteen grams, which is nearly six per cent. more than half an ounce.

JAMES M. McKINLAY,
No. 25 William-street.

NEW-YORK, Tuesday, April 8, 1873.

## Books for Female Convicts.

*To the Editor of the New-York Times:*

The appeal for books and magazines to supply the needs of the convicts at the Sing Sing Prison, made through your columns by Hon. G. B. Hubbell, the Warden, seems to have met with a ready response, and I feel encouraged by this to ask from the generous-hearted women of New-York, some funds wherewith to purchase a small but well-chosen library for the use of the female convicts. There are over 100 women, and I do not know why I should ask for aid from New-York only, as these women come from every county in the State. It seems to me Albany, Troy, Utica, &c., might send their mite also, as they possess some interest in this female prison. There was a small number of books, but they were so filthy and ragged that with the exception of about a dozen, the chaplain was forced to burn them, and now that the long days are coming on, the hours after the women are shut in their cells drag heavily for want of them. I need not describe their delight in a simple story, nor how it served to while away their time. I think about $100 would procure a small well-selected library of English and German books, and cover them with stout muslin, which would help to preserve them. I am sure the chaplain, Rev. George T. Kaye, would gladly purchase the books and receive any amounts, large or small, that may be forwarded to his address, "Sing Sing Prison." I feel assured that his appeal for the "female convicts" will meet with a ready response, as I know by experience that a large-hearted public are always ready to help in any charity that seems reasonable and right.

C.

## The Judges' Salaries.

*To the Editor of The New-York Times:*

It is to be hoped that your article on the 8th of April, calling attention to the proposed reduction of the salaries of our judges, will have a good effect in preventing a measure not only wrong, but inexpedient. The excuse for the attempt is, that the City Judges get a higher salary than those in the rural districts, and that the salaries are also intrinsically too high. But the present inequality is not unfair. Whether a salary be high or low depends on three things: What work has the recipient to do? how well should it be done? and what is he able to procure for the salary? As to the first point, it is certain that the justices in this district have more and harder work than those elsewhere in the State. Any lawyer knows that the justices who may hold Chambers, Special Term, and General Term here, are among the hardest worked men in the profession. A first-class lawyer, for an equal amount of work, would fairly earn a larger sum than these judges receive as salary, and first-class men are needed here. We can afford to have cheap work done by cheap men everywhere, rather than on the Bench, especially in New-York City, where questions affecting interests of great magnitude constantly arise. The salary of the judge is the smallest item in the sum total of expenses attending the administration of justice. The value of the time of parties, jurors, and witnesses, the lawyer's fees and incidental expenses, are what make litigation costly, and it needs no argument to show that a first-rate lawyer, one who can discern the real point in the case amid the cloud of minor issues, who can keep the counsel to that point by rulings at once prompt and correct, and who, if it be a jury case, can finally lay the matter before the jury so that their verdict shall be speedy and just, will save in a year in the mere matter of time, which is "money," an amount far beyond his salary. This is the plan which works so well in England. There, very high salaries are paid to eminent lawyers, men who could not be obtained cheaply, and whose decisions are authoritative; consequently the time and expense of appeals are saved, and justice is certain and prompt. We cannot afford anything different. Again, the salaries of our City judges are not really in excess of those paid in the country, for the difference in cost of living brings the absolute value far below the apparent one. This is a matter where, as you justly remark, liberality is economy.

P.

WEDNESDAY, April 9, 1873.

*To the Editor of the New-York Times:*

The proposed reduction of the salaries of our judges seem to me "penny wise and pound foolish." The system followed by business men and corporations is to select for the various positions the best men they can get, and to pay them so well that the employes feel that they can afford to devote to the business before them their whole time and talent. The salaries paid to our judges now are doubtless no larger than their income would be if at the Bar; to reduce those salaries must have one of two results: either these gentlemen will resign and their places be filled by inferior men—for there would never be a lack of aspirants for these stations, indeed, their number would increase as the value of the office diminished. There are a score of men who feel qualified to take a place with $5,000, for one who is considered to be, and who really is worth $15,000. There would be no lack of aspirants, but really good lawyers, men in whom the Bar have confidence, men to whose wisdom and honesty can safely be intrusted the great questions which have constantly to be decided in this City—such men cannot afford to work for a pittance. The justices now in office, or equally good men, might indeed take the offices at small salaries for the "honor of the position," but the State of New-York is surely above the "economy" which would prompt it to ask public officers, on whose honesty and ability our life, liberty, and property may depend, to accept a "modicum" of honor in lieu of a competent salary.

B.

NEW-YORK, Wednesday, April 9, 1873.

## A Children's Home.

*To the Editor of the New-York Times:*

In a report of a meeting held at Trinity Chapel, on March 9, in behalf of the House of the Good Shepherd, Rockland County, New-York, you state that the house is under the special patronage of Trinity Chapel. While acknowledging its obligations to individuals connected with that Chapel, it seems desirable to have it understood that the above institution does not depend upon any one church for its support, but looks for sympathy and aid in its good work to all who may feel disposed to give it. Its objects are such as to enlist in its favor the interest of the philanthropic, of whatever name they may be, and, though under the auspices of the Protestant Episcopal Church, it welcomes to its arms any poor, friendless, and sickly children who may seek its shelter. These can receive its benefits fully and freely, or, as in some cases, have a support wholly or in part provided for by friends. The most healthful influences can be afforded them, and of every kind, such as will benefit them physically, and at the same time refine and elevate them morally and intellectually. If additional means are supplied, accommodations can be enlarged, and there is now an adjoining place offered at the low rent of $300 per annum, which, if obtained, would afford a delightful Summer home for some of the suffering little ones of our crowded City, confined to the narrow limits of their present homes, and to whom the invigorating air of the mountains around the House of the Good Shepherd would give health and life. Surrounded as they would be by the beauties of nature—and few places surpass it in loveliness—their souls and bodies would receive refreshment and delight, and every benefit from the loving care of two of God's servants, whose one aim in life is to alleviate sorrow and suffering, and whose atmosphere is one of love and tender sympathy.

Your efforts, Messrs. Editors, last year, in behalf of the poor and sick children of the City, induces this communication, and it is to be hoped that some may desire to contribute of their abundant means, as was done last season, to the comfort and pleasure of the feeble ones of Christ's flock. To provide a home for several months for this class of the poor would confer a much more valuable benefit than a day's trip into the country, and might give health and future usefulness to many who must otherwise languish amid the unhealthy and injurious surroundings of a confined City home, and perhaps perish for the want of advantages to be gained by such a removal from them. An association has been formed in this City to aid the House of the Good Shepherd, and which meets every Tuesday at 2 o'clock P. M. in the Sunday-school rooms of Trinity Chapel, kindly loaned them for that purpose. Donations will be received there at that time, and further information given if desired, or address Rev. G. Gay, Jr., Tomkin's Cove, Rockland County, N. Y.

## The Minister to Ecuador.

*To the Editor of the New-York Times:*

At an impromptu meeting of many American citizens resident in this city, it was agreed that in view of the speedy beginning of a new Presidential term, and of the warm and universal desire to see the honored representative of the United States, Hon. Rumsey Wing, retained at this port, that some public acknowledgment should be made to him for his able and faithful discharge of his important duties in the past; for his just and generous treatment of all his countrymen; for his kindly consideration of them and their interests, and for his high and noble deportment as a man, as a gentleman, and as a minister, of whom the country has reason to be proud.

By his signal talents and noble bearing, his energy and his close application to his duties, Mr. Wing has drawn all hearts to him—native and foreign. No more capable or popular gentleman could fill this important post.

When he arrived here in the Summer of 1870, American interests were at a decidedly low standard in this country, but owing to his courtesy, skill, and popularity, and to his marked legal and diplomatic attainments, we have now come to the front; and nearly every foreign employe of the Government is an American; contracts are seeking American markets, and a widespread good-will exists in this country toward our people and Government. We sincerely trust that Mr. Wing will not be withdrawn or changed from among us, for he understands the work before him, and can carry it out.

Knowing the people, language, and customs, nobody can fittingly fill his place at this time. He is a young man, and that very fact is all the better for us.

Under the enlightened principles of American civil service reform, we have no fears of losing him, however.

But should we be disappointed in our hopes of retaining him among us, may our heniques attend him wherever duty and his rare talents may call him—a zealous public officer, an accomplished lawyer and scholar; an upright, true man; a gallant, high-souled splendid gentleman.

We offer this note, Mr. Editor, through your columns, as our tribute of respectful esteem and gratitude to one of the best Ministers that our country ever had abroad, and one who, from the very first, has seemed to have a definite and systematic idea of what he was sent here for. Many American citizens are not now in Quito, but there is not one in Ecuador, we honestly think, who will not indorse what we have said above.

| | |
|---|---|
| David Conroy, | B. Conald, |
| Laurence Moone, | Michael Cunneen, |
| Denis Lordan, | George Byrne, |
| John D. Creamer, | John Caraher, |
| James Mulhern, | James Burns, |
| James Saunders, | James Graham, |
| Aug. B. De Lamarcke, | R. Denton Robinson, |
| Hector Cadieux, | James Hanlon, |
| Augustus Fuller, | Charles Kaiser, |
| Thomas F. Donohue, | Francisco Schmidt, |

and many others.

QUITO, Ecuador, South America, Wednesday, Feb. 12, 1873.

## The Proposed Building Law.

*To the Editor of the New-York Times:*

In reply to your correspondent "Vitruvius," permit me to make a few remarks. The proposed law was not prepared by the architects alone; they were assisted by the Board of Fire Underwriters. The charges of "chaff," "ambiguity," "obscurity," "confused mass of dull theories," and other similar epithets, are mere expressions of opinion and prove nothing. But one remark of "Vitruvius" is true, and that is that the present law needs amendment. It has some parts which are good; some of these were originally written by members of the Architects' Society, and have been adopted as a part of the proposed law, but other parts are defective, and in the new draft of the law, several improved articles have been substituted for those which were defective. The present law contains needless repetitions. For example, the provision in section 7 for bracing walls is repeated in section 8. The requirement of section 19, that all floor timbers shall be of sufficient strength to bear the weight laid upon them, is repeated in section 20, but in such a manner as that one contradicts the other. The language used in some sections is obscure; for example, section 9 is so carelessly written that the requirement for headers in stone walls applies to all walls except those which are two feet thick, walls of this thickness being left unprovided for.

In section 14, speaking of iron lintels, it is provided that they shall have "tie-rods of sufficient strength to support the superincumbent lateral weight." Just what kind of weight this is, it may be difficult to define, but the writer probably intended to say "sufficient strength to resist the lateral thrust produced by the superincumbent weight." But these, and other similar defects, are trifling compared with what remains to be noticed.

The manner of defining the thickness of walls in the present law is defective. By it all buildings are grouped into only two classes, namely, all dwellings in one class, and all other buildings in the other class. A small fancy-store or a dry-goods palace, a church or a school, factories for light wares or for ponderous machinery, a store for fancy hardware or a warehouse for storing iron—all these, differing so widely in their requirements for stability, all except dwellings, are required to have walls of like thickness. Again, the law does not recognize the fact that the thickness of a wall ought to increase in proportion to its length, as well as its height. A year or two since a building fell in the neighborhood of Thirty-eighth-street and the Tenth-avenue. This building was 200 feet deep from front to rear, and the side walls, 200 feet long, were without cross walls or buttresses to give stability against lateral motion, and being no thicker than walls of ordinary length, although quite as thick as required by law, they yielded to the force of the wind soon after the roof was put on and fell, a striking illustration of the necessity for making the thickness of walls in proportion to their length, as well as their height. Again, the thickness of the walls of dwellings in the present law is fixed, regardless of the width of the building. It prescribes for a dwelling twelve feet wide walls of equal thickness with those which are twenty-five or thirty feet wide. These are defects which it is proposed to remedy in the proposed law. The present law is not consistent, one part with another. While providing for floor beams, girders, posts, lintels, &c., that they shall each be proportioned in dimensions to the duty each is required to perform, the law in defining the thickness of walls takes into account only one or two of the elements of weakness, disregarding the others, and thus contains provisions which are limited in their application, and in many cases quite defective.

The rules for timber and iron are generally comprehensive. Why make an exception in the case of mason-work, and provide requirements which are limited and not founded upon all the facts in the case?

One object of the proposed law is to remedy this deficiency by providing rules for masonry which shall take into the account and provide against all the elements of weakness, and thus, as in the rules for carpentry and iron work, they shall be generally applicable to all possible cases. And these rules for the thickness of walls, necessitate adding the element of height to that of length, involve a knowledge of arithmetic no higher than addition and division, while the rules of the present law for timber and iron, against which no complaint is heard, require a knowledge of algebraical formulæ, and of the rules for square roots and cube roots.

Much labor has been bestowed upon the proposed law, in order that, while avoiding the errors of the present law, such new provisions might be introduced as a long experience in building has shown to be necessary, and to express the whole in as simple a manner as the nature of the case would admit.

The proposed law may have some defects, but they are small in comparison with the many improvements it introduces. The bill, as in the corrected copy before the Committee on Cities of the Assembly, is highly approved by our most intelligent builders, as well as by architects and fire underwriters in great numbers, and ought to become a law.

CIVIS.

NEW-YORK, Tuesday, April 8, 1873.

## Public Charities vs. Sectarian Charities.

*To the Editor of the New-York Times:*

There are very many in this community who will thank you for your rejoinder of the 3d inst. to the biased assertions of the *Catholic World*, concerning the public charities of New-York—not merely because you do your work manfully against the misstatements of that journal, but because the principles against which the falsehoods of the writer are directed are those that are dear to the hearts of the majority of our great population, all the country over.

There is no public work so sweet as the care of the young, (as witness your noble efforts last Summer,) and woe to the public man who cannot, who does not open his heart to its influences. But to the matter in hand. It is a fact established by statistics that the greatest beggars at the doors of our Legislature are the Catholic "institutions and charities" of New-York. The records of each assembling of this body of late years show that, in proportion to the number of politicians of the creed elected thereto, has been the quantity of support granted in their behalf. These institutions have grown rich at the expense of the public funds and taxpayers—Protestants being compelled to contribute their means against their wishes, through the operation of wholesale enactments. Even before the present Legislature the efforts has been made to have set aside certain public revenues to these particular purposes. But charitable institutions are needed, and should be supported in a metropolis composed like ours. Religious houses, though, ought never to be fostered by sectarian appropriations from the public treasury any more than should the Legislature, after a system of communism, build for each man a house as soon as he gets married. As a social principle it is beneficial that man should marry, but where's the law which sets it at such a premium? To support all sect institutions and charities, the founders of them should go to the people individually on the merits of each proposition. That which has not merits before such an auditorium has no rights before the Legislature. Those alone whom do work for the public should receive public pay. Are Catholics willing to declare they dare not hope for support from the people individually? Then it must be that they have under development more of such projects than works for the public good. The Protestants of New-York have asserted that they could sustain their charities by private appeals. Then, for a principle, let them do so fully, and the Catholics must follow suit.

Statistics also show that where Protestants have by legislation got a loaf, others secured a mountain. Where is there a Protestant institution to which is given a plot of ground worth the mint of money that the ground given by the municipality of New-York is worth on which St. Patrick's Cathedral is being built—nay, not given, but sold for $1! Does the *Catholic World* think that this poor sect is abused? Is not here a monstrous and simon-pure sectarian gift? Statistics will show, if I mistake not, that the legislators of the City making the gift were Roman Catholics. They thus gave to themselves what was not theirs. The above, Sir, is another matter which the *Catholic World* does not state, and forgets to grumble about. But, according to the lamp of experience, Protestants must not grumble if they vote or put Catholics in conspicuous positions—they must be more philosophical.

Again, it is well known how determined the Catholic clergy are bent upon a control of the public schools—institutions sustained by the public funds. The policy local to New-York seems to be identical with that of Bishop Gilmour in his pronunciamento, as reported from Cleveland in your worthy paper the 4th of last month—"the public funds must build the school houses, but we must teach and control in them." It is in vain to laugh at the purility of this arrangement, believing that the statutes in respect to the schools of New-York will be sufficient. A ounce of prevention is worth more than a pound of cure. We had one "Board of Commissioners" last year, a new one this. If the present board is better than the last, it proves that the last was not as good as it ought to have been. The right men should be at this delicate work. Under the sitting of the last board and its predecessors, in some of the schools, the Bible was abolished just where it suited one

# THE POSTAL CARS.

**The Inquiry Yesterday—Argument by Mr. Theodore Cuyler on Behalf of the Railroad Companies.**

The United States Senate Committee, composed for the purpose of investigating the postal car system, met again yesterday morning at the Fifth-avenue Hotel, with Senator Windom as Chairman. Senators Mitchell, Davis, Casserly, Conover, and Conkling were also present.

The proceedings were opened by Mr. Hinckley, of the Philadelphia, Wilmington and Delaware Railroad, introducing Mr. Theodore Cuyler, of Philadelphia, for the purpose of arguing the legal points of the case.

MR. CUYLER'S ARGUMENT.

Mr. Cuyler began his argument by saying that he had not come to discuss the question of policy in the matter, but to argue the points of law, which were threefold—first, whether or not the Government under the Constitution had the right to require the railroads to carry the mails without charge; second, whether or not they had the right to fix the terms under which they should be carried, and third, whether or not they had the right to seize the machinery, &c., of a railroad and perform the services themselves. In this free country, and under the Constitution, he claimed that the Government had no such right. It was not a time of war, but of peace; and even in times of war no such power was ever claimed. During the rebellion the Government recognized the rights of railroad companies, and dealt with them by contract. No such power has ever been claimed since the existence of the Government; and yet, after the lapse of over three-quarters of a century, the United States Government now claims that power. He even went further to say no such power was ever claimed by any government, and cited Frederick the Great and Napoleon to show that they respected the rights of private property. Now, in the nineteenth century, he said, it is argued that Government can convert the property of private persons to its own use without just compensation. The railroads may have to submit, but it would be at the loss of every principle of American manhood. It is claimed by the Government that under the Constitution it has the power to establish post-offices and post roads; but that is all the power, to establish. The Government might fancy a private residence or even the Fifth-avenue Hotel for a post-office site; could it be lawful to appropriate such property without just compensation? And yet it would be just as right as to demand that railroads should carry the mails for nothing. A railroad company is a private corporation, deriving neither advantage nor franchise from the United States Government. Franchises and machinery are private property, and corporations are artificial citizens; and the Constitution says private property cannot be taken for public use without compensation. But the Government refuses to recognize this principle, and ignores the doctrine by making a doctrine that it can seize private property and do what it pleases with it. If such a power could have been exercised it would have been made a war necessity, but the Government then made a contract with the railroad companies, under which the latter granted the most favorable terms. One case of this character was brought into the courts in 1837 or 1838, and he would cite it, although the aggressor was not the Government, but merely a mail contractor. The case was discussed before Chief Justice Robinson, of Kentucky, and is reported in 7, Dana's Kentucky Reports, page 113, title Dickey vs. Turnpike. Here the contractor claimed a right to use the Maysville and Lexington turnpike as a mail road without paying toll. Chief-Justice Robinson conceded the right of the Government to transport the mail over the turnpike road, but decided that it could not appropriate the use of the road without compensation or without the owner's consent, as the turnpike was the private property of the stockholders. Neither the State of Kentucky nor the United States could use the road, except in so far as they had equal rights with other citizens, and on the same terms. The State had granted the stockholders a charter, which was a contract that citizens should use the turnpike road only by paying toll. The Government had no more right to use it free than to use a private bridge or a private ferry. The State had the right to make the contract for the turnpike, and was compelled to protect the holders in their rights under it. The United States, he held, had no right to use the road on any better terms than other citizens. Neither had it a right to use a State road without the consent of the State; but if the road was discontinued as a State road, and it was decided to continue it as a post road, Congress would be compelled to keep it open and maintain it. On the basis of this opinion Mr. Cuyler argued that Congress had no right to compel the free transportation of the mails by railroad, or prescribe the terms by which they should be carried. Congress had not the original power to compel the establishment of a railroad; neither could it compel a State to grant a charter or citizens to subscribe for the stock. As it had therefore no voice in the creation of the company it could not prescribe conditions. A company is merely an artificial citizen of the State which created it. All the rights of the charter are conferred on the stockholders, and it was a contract on which violent hands could not be laid. Railroad companies have, however, a quasi-public duty to perform; they had to treat all citizens alike; give precisely the same facilities for transportation; not refuse to carry for one more than another, or charge a higher rate; but to carry for one and all on the same terms. He did not know by what law larger power could be claimed on the part of the General Government than was granted to an individual. The railroads could not refuse to carry the mail, and must do it as cheaply as for the most favored customer. The Government is incapable by law of saying to railroad corporations that they shall carry the mail free, and all commentators on the Federal law agree on this subject. Nowhere is such power vested in the General Government. He, however, rested the matter on the integrity and honesty of the American people; for if it were only conceived that there was power in the General Government to take private property without compensation, that conception alone would be a justification for revolution.

In answer to Senator Conkling, Mr. Cuyler said the taking of the Maysville turnpike and the use of it were on exactly the same footing. The use of the road was the use of private property. The Government had the power to take the rolling stock of a railroad and use it, but must make compensation accordingly. The use made must be taken into consideration in measuring compensation. He denied the power of Congress to fix the rate, which must be fixed judicially. He conceded the right of the Government to take either the monopoly or merely the use of the road, but must make compensation therefor. He denied the power of Congress to regulate tolls, and did not concede the power of Congress even to create anything except for national uses. Congress could not create a national life insurance, although it might create a national bank. Charters are contracts with States, and Congress could not deprive the holders of the rights granted under them, but might respect such contracts. He denied the right of Congress to regulate a cattle-train, as to the hours of feeding and rest, except so far as a police power for the good of all.

To Mr. Mitchell—If the Government and the company could not agree as to terms he would not claim the right of trial by jury, but would contend that decisions should be arrived at judicially. The Government may take absolutely or otherwise, but compensation must be fixed judicially. The railroad companies would [illegible] in their contracts with the Government [illegible] even for the most favored customer, and [illegible] all in their power on just and liberal terms.

To Mr. Casserly—He conceded the power of the Government to take by the right of eminent domain, and by the powers to carry into effect the powers conferred by the Constitution in the establishment of post-offices and post roads. He would not speak of the policy of asserting such power, but of the judicial right; allowing proper compensation for property so taken. In [illegible] the Government asserted that right in constructing the Cumberland Road.

Senator Casserly—If a dispute occurred between the Government and a railroad company about this, would it be right for the Government to seize a road worth $12,000,000?

Mr. Cuyler—I would not like to decide on the supposition of such an extreme case; and do not believe Congress would do such an absurd act.

To Mr. Casserly—Government may take a road for postal uses, but not prevent other transportation. He was unable to put a specific limit to the power of the Government, as that must be regulated by its needs and its responsibility to the country. Government must possess the power to take for Governmental uses, but only on making compensation. If the Government wanted land for a navy-yard or post-office it always got the consent of the State interested therein. In Pennsylvania the State Government exercised the right of eminent domain at the request of the Federal Government for the site of a Post-office, and the question of compensation is to be decided judicially. The powers of Government are incidental, not despotic. If necessary to take property, it can do so, but he did not suppose Congress would be so absurd as to exercise that power in such extreme cases as cited. He never supposed it would take a railroad except for postal uses. An act of Congress would define the postal service, but the compensation must be judicial. If the Government was to decide that it was necessary to seize a whole road for the purpose of carrying the mail, it would have to be the judge of its own act; but he did not suppose any man in Congress would vote for such a proposition. He then referred to the taking of the Baltimore and Ohio Railroad during the rebellion for carrying the munitions of war; but even then no such power was claimed as the right of free transportation.

Senator Casserly conceded certain rights to the Government in times of war, but in time of peace he could not see how the Government could, under the Constitution, take a railroad. He then asked if it could seize a vessel if the owners refused to carry the mail.

Mr. Cuyler answered that the ocean mail service was extra-territorial, and he would not discuss it. The seizure of a railroad was different. That, however, would be a question of policy, and he merely argued the law and not the policy of the case. The postal service formed but a small part of railway duties. He preferred to cite, as a question of eminent domain, the refusal of a turnpike, whose main business was that of the mail, to allow the mail to pass. Should the wheels of postal government be stopped in this case, or ought government to have power to take possession of the road? It was the principle he discussed, and that was, if the Government found it necessary, it had the power to take possession. The Government has the same rights as a private citizen, and can legally compel by suits and damages. It has the right of a road as any other citizen; and, as a railroad cannot refuse transportation to any one, it must carry the mails, but on fair and equitable terms. In the case of ocean steam-ships, the Government might regulate the carrying of mails by prescribing port privileges and regulating ports of entry. The Government could seal up ports of entry. The carrying of mails by sea is a branch of commerce, but not on land, under the power of the Government to establish post-offices and post-roads.

To Senator Davis—There are different State laws as to the time of fixing compensation. In New-Jersey, the compensation has to be fixed first, before property is taken. In Pennsylvania, compensation has to be secured and bonds given. The right of taking in advance of compensation is a question of policy. If compensation is secured immediate possession might be taken, but Congress would have to be the judge of the public exigency.

To Senator Casserly—If Congress has the right to take property, it also has the right to take a franchise, which is a species of property.

The remarks of Mr. Cuyler were listened to with great attention, and at the close he received the thanks of the committee.

OTHER STATEMENTS.

Mr. A. L. Dennis, the President of the New-Jersey Transportation Company, presented a statement, showing that, if his company had been paid for carrying the mails and mail agents as it was for carrying Adams Express, it would have received in 1869 the sum of $466,615, whereas it received but $31,312, less than one-tenth and even less than one-eighth of the actual cost of transportation. If all the freight carried on the railroads was paid at the same rate the Government allowed, every road would soon be bankrupt.

Mr. Hinckley presented a schedule of rates agreed upon by the various railroads for carrying the mails, as follows: Thirteen mills per mile per linear foot of space occupied; no charge for contents of car if not exceeding 500 pounds per linear foot; not more than five clerks to be allowed to a forty-foot car, and the company to be secured against claims for accidents; post-office agents to pay two-thirds of passenger rates; the duties of railroad companies to cease after the delivery of the mails, and a commission to be allowed for risk and labor in collecting drafts made on local offices. He claims that these rates did not exceed two-thirds of the rates charged for freight and fares by mail-trains, and as the expense of working railroads was two-thirds of the gross receipts, the railroad would make no profit from the transaction.

After the committee had heard all the statements of the railroad representatives and the argument of Mr. Cuyler, the committee debated for some time their future line of action, and finally resolved that the subject should be determined at a meeting of the committee to be held at Washington on Thursday next.

The following resolution was also adopted, copies of which are to be sent to Governors of States, Presidents of railroads, canals, chambers of commerce, boards of trade, &c.

*Resolved*, That with a view of facilitating their investigations, the Select Committee on Transportation Routes to the Sea-board respectfully request that State Governments, boards of trade, chambers of commerce, railroad and canal companies, and other corporations and persons engaged or interested in the subject of transportation, furnish to said committee such facts and statistics relating to the internal or external commerce of the United States as may be in their possession or conveniently accessible, and that all such communications be addressed to Hon. William Windom, Chairman of the Senate Committee on Transportation, at Washington, D. C.

The committee then adjourned until this morning.

## GOOD FRIDAY.

**Its Observance in This City—Services in the Churches.**

Upon the day of the anniversary of the crucifixion of our Savior, it might be expected that our streets would present a sombre appearance, or if no mourning hung about porticos and above the windows, that at least the crowds which throng our avenues and thoroughfares would be somewhat lessened, and that those moving about would remember the deed which transpired on Good Friday over 1800 years ago, and present a more subdued demeanor. Down-town, however, there were no indications of the character of the day from the appearance of the moving crowds. The busy throngs surged on toward and from the ferries and to their places of business and to the houses of worship, behaving much as usual. There was a sprinkle of Sunday dress which indicated the intentions of some to celebrate Good Friday by an absence from work, attendance at church, or by a visit to the country. The Gold and Stock Exchanges were closed, and the noisy crowd of Bulls and Bears had a refreshing rest which was improved by many of them in lounging disconsolately in the various offices about the street, and grumbling because there was no excitement. There were no quotations for money as no one needed any to carry their stocks, having made provision for it on Thursday. The Produce Exchange and Cotton Exchange were closed, and the latter will not be open until Monday.

Though not actually recognized as a holiday, Good Friday was observed yesterday by the church-going population of the City with as much devotion and solemnity as the Sabbath. From early morn thousands of worshipers thronged the principal Episcopal and Catholic churches, evidencing, by their demeanor, a deep sense of the greatness of the festival which the day commemorated. The services at old Trinity were of a grand and imposing character, and the spacious limits of the church were taxed to their utmost capacity to contain the immense and continuously-increasing crowd of devotees. There was little in the appearance of the edifice itself to remind one of the nature of the celebration, but the absence of religious decorations was amply compensated for by the evident sympathy with which the congregation entered into the spirit of the day. The musical programme was excellently rendered, and consisted of Processional Hymn 99, Venite, Psalter, Benedicte, Benedictus, Credo, Anthem, Kyrie, Miserere, Gounod's hymn "Oh! Draw Near the Cross," and Processional Hymn. At St. Paul's, Grace Church, and the numerous up-town churches, the services were marked by the same degree of earnest sincerity and devotion.

The Catholic community, which regards the festival as the greatest on the calendar, celebrated the day in fasting, in prayer, and preparation for Easter. Every church in the City was draped in mourning. In St. Patrick's Cathedral, in Mulberry-street, the services commenced, at 10 o'clock, with the singing of the Passion and the Mass of the Presanctified. The main altar on which the mass was celebrated was completely covered with a black pall emblematic of mourning, but the other accessories to the celebration of the Eucharist, the lights, &c., were unchanged. The paintings of the stations through the entire edifice were also covered with a black fringe, and the only relief from the general gloom was the appearance of the repository, which was beautifully decorated with flowers, the contributions of the members of the congregation. Archbishop McCloskey preached in elucidation of the mystery contained in the sacrifice on Calvary, and pointed out the lessons which Divinity designed it should teach. The office of tenebræ, which is symbolical of the darkness that overspread the earth on the crucifixion, was chanted at 4 o'clock, and during the remainder of the day the church was left open for visitors. In St. Stephen's the services were of a similar character, and the choir rendered a very beautiful performance. In St. Joseph's, Barclay-street; St. Xavier's, and St. Anne's, the services were also very impressive, and in the latter the Chancellor, Father Preston, preached a particularly affecting address. To-day, services will commence at 8 o'clock, with the blessing of the font and the blessed candle, and the celebration of mass. On Sunday, the church will have put off all signs of mourning, and, decked in the costliest attire, will rejoice in Christ resurrected. At the Cathedral high mass will be celebrated, and the Easter discourse will be preached by Rev. Father Spaulding, after which the Archbishop will give the papal benediction. The other churches will present like evidences of rejoicing, and Trinity bells will peal forth an Easter anthem.

Good Friday was observed in Brooklyn by the closing of the courts and public schools, and morning and evening services at all the churches. The public department offices were open, however, and the avenues were hardly less crowded than usual in the afternoon.

**The Jersey City Canvassers.**

The Jersey City Board of Canvassers met yesterday to canvass the vote. The only change made from the statement already published was that thirty-four votes cast for George Brown for alderman in the Second District were allowed to George J. Browne, the only candidate of the name running. This change elected Mr. Brown over Mr. Herbert, who was at first reported to have been elected.

# ERIE INVESTIGATION.

**Senator Madden Tells All He Knows—Sums Received from Gould—Lessons in Political Ethics.**

ALBANY, N. Y., April 11.—The Erie Investigating Committee held a special meeting this morning, at the request of Senator Madden, in order to give him an opportunity to explain his connection with Erie matters.

Mr. Madden said: I was a member of the Senate in 1866-7. My present membership commenced in 1872. I regret that Mr. Gould is not present. In the Spring of 1868 I came to Albany at the request of the people on the line of the Erie Railroad, to secure the passage of a bill which would prevent the Erie Railroad from falling into the hands of Vanderbilt. At that time I met Gould for the first time here, and during the Vanderbilt and Drew fight I became well acquainted with him. As to any legal fees paid me all I know about it is that I employed a young man to come here and help me in the passage of the bill. That was John W. Little. After the matter was closed I was paid $2,000, which I gave to Mr. Little for his services; I never received one dollar for my services in this or any other case. I wish to state, however, that when I went to pay my hotel bill somebody had paid it; who it was I do not known. I don't believe that Mr. Little divided the $1,000 with any one, but put it in his own pocket. I opposed the classification bill passed in 1869, because I thought it was not necessary. I had no knowledge of any money being used to influence legislation. I was opposed to the bill known as the Attorney-General's bill, last Winter, because, while it repealed the Classification act, which repeal I was in favor of, there were other sections which I could not approve of. Gould never spoke to me in the world in regard to any matters of legislation whatever. The Erie Railway, as a rule, had been managed in the interests of the people along the line. No management ever gave so much satisfaction to the people as that of Gould; the present management was not equal in this respect to that of Gould. I have no knowledge whatever of any money being used here last winter to affect Erie legislation, except by rumor. I do not believe that Gould paid a dollar. I know nothing of matters between Fisk and Gould. Gould gave me $4,000 when I was running for the Senate to aid in my election; the Midland Railroad was fighting me, and Gould wanted to help me, out of gratitude; I never received a dollar for any legislative services inside or outside, and never paid any except the money I gave to Little, and that was paid by Gould and not by me; I never asked Jay Gould or any other person for money for my services.

To Mr. Carpenter—I did not get off in the election with the $4,000 given me by Gould by a long sight; these matters are becoming very expensive, and no one knows it better than the man who runs for office. I believe it is fair for me or any other man who is at home attending to his business to employ a man to come to Albany and look after the interests of any bills which he may have before the Legislature. No one has ever approached me and offered money for my services since I was a Senator; it has been done when I was here as an outsider, but I never in my life took a dollar for any services whatever about the Legislature, either as a Senator or a lobbyist. Fifty thousand dollars may be a large sum to pay a lobbyist, and I do not know except from rumor that any such sum was ever paid; a man has a right to pay whatever he may deem proper, I suppose, for services. I know of no improper influences being used to defeat the Pro Rata bill last Winter; if Gould is called as a witness before your committee, I would like to be present in reference to matters connected with myself.

Senator Wood here entered the room and requested to be examined as to the statement of Gen. Diven that he had been paid $5,000, but, at the request of the committee, his examination was put off till next Tuesday. Mr. Wood said he wanted to put his statement before the public as soon as possible, as, in the present condition of public opinion, he did not like to rest under the imputation.

The committee then adjourned until next Tuesday afternoon.

## MASSACHUSETTS.

**Annexation of Small Towns to Boston.**

BOSTON, April 11.—The Massachusetts Legislative Committee on Towns has reported bills for annexing West Roxbury, Brookline, Brighton, and Charlestown to Boston, subject to ratification by a majority vote of the city and towns. The annexation consummated will add about 45,000 to the population of Boston.

**Death of Well-Known Bostonians—The Whereabouts of Cashier Shute.**

BOSTON, Mass., April 11.—H. N. Rathbun, night editor of the Boston *Daily News*, died of consumption yesterday. He was formerly connected with the Norwich *Advertiser*. He served with the Union army during the rebellion, and lost a leg by the bursting of a shell.

Ex-Alderman John P. Ober, a well-known Bostonian, died last night.

Shute, the defaulting cashier, of Exeter, N.H., is said to have been seen recently in Cuba.

Samuel B. Austin, cashier in the freight-office of the Boston, Hartford and Erie Railroad Company, was recently discharged, and subsequent investigation is said to have disclosed a deficiency of $1,600 in his cash account.

**Consecration of a New Synagogue—The Feast of the Passover.**

The Norfolk-street Synagogue, which has recently passed into the hands of the congregation Shaare Rachmim, was, yesterday afternoon, opened for divine service by the congregation, and consecrated for that purpose by a series of interesting ceremonies, in which Rev. Dr. A. Hubsch, of the congregation Ahamath Chesed, officiated, assisted by Rev. Ed. Kartschmaroff, formerly of Prague, who acted as Chanteur.

The inauguration ceremonies were opened by a procession, formed by the officiating Rabbis, the officers and trustees of the congregation, carrying the thorarolls to be deposited in the sanctuary, and by girls in white robes. The procession passed several times through the centre and side aisles, while hymns and psalms were chanted by the chanteur and chorus, accompanied by the organ. After prayer, the rolls were deposited with impressive ceremonies, whereupon an inaugurating sermon was preached by Rev. Dr. Hubsch, reviewing in its course the ancient and latter career of God's chosen people.

The congregation Ahamath Chesed, formerly worshiping in the Norfolk-street Synagogue, has removed to Lexington-avenue.

At 6 o'clock yesterday the festival of the Passover commenced by appropriate services in the various synagogues, after which the customary celebration of the feast was observed in the households of the members of the Jewish persuasion.

**Shocking Accident to a Brakeman.**

POUGHKEEPSIE, N. Y., April 11.—Martin Jackson, a brakeman on the Hudson River Railroad, was killed at the depot in this city, this afternoon. While riding on the top of a freight-car, his head came in contact with a bridge, and he was knocked off. He fell under the cars, his skull was fractured, and he was terribly mutilated.

**Dissolution of the Newburg and Midland Railroad Company.**

NEWBURG, N. Y., April 11.—The subscribers to the stock of the Newburg and Midland Railway Company yesterday voted to dissolve that corporation, and legal measures are to be taken forthwith for such dissolution. The company was organized about two years ago, but the enterprise never went beyond the making of the surveys.

**State Land Office Irregularities in Michigan.**

DETROIT, Mich., April 11.—An examination of the affairs of the State Land Office, under the management of Ex-Commissioner Edmonds, discloses the fact that he has sold lands that did not belong to the State to the amount of 12,904 acres. The lands were all sold at nominal rates, and belonged to the United States, the Chicago and North-western Railroad, and to private parties.

**Views of an Atlantic Survivor About Castle Garden.**

*From the Syracuse Journal, April 10.*

Mr. Peter McCadam arrived in this city on Tuesday evening, after having passed through the perils of the wrecking of the Atlantic. He left this city last October to visit his friends in England. He narrates the incidents of the catastrophe substantially as they have been given in the newspapers, adding that the crew, numbering about seventy, "acted like barbarians." His descriptions of their treatment of passengers would raise the anger of a Quaker. He was in the rigging five hours before being rescued. He lost nearly all of his clothing, worth about $175, and $75 in cash. He speaks in loud praise of the treatment which the rescued passengers received at the hands of the Bostonians, and was himself the recipient of a suit of clothes. He denounces the treatment received at Castle Garden in unmeasured terms. Two hundred steerage passengers arrived there Sunday morning, and were fairly fed during the day, but at night they were required to sleep on the floor without a particle of bedding, and nothing was done to relieve the suffering of those having broken limbs of disease, or to change the scanty and filthy clothing of others. On Monday they were nearly all starved, being allowed only a small piece of bread and a very little poor milk for the whole day. In the evening, passage was procured for the most of them, and they were sent on their way, aching with hunger and without a penny of money.

## THE STATE LEGISLATURE.

SENATE....ALBANY, Friday, April 11, 1873.

The President presented a report from Controller Green, in reply to the Senate resolution of March 10, relative to newspaper claims.

PETITIONS.

Petitions were presented as follows:

For establishing a Home for Disabled Soldiers.

Of Charles O'Conor and 1 800 others, for the Senate to extend the powers of the Elevated Railroad Company.

Of citizens of Buffalo, asking for the passage of a law regulating the rate of interest.

BILLS INTRODUCED.

By Mr. Robertson—Authorizing Yonkers to borrow money.

By Mr. Benedict—Relative to the powers and duties of the Department of Public Parks in New-York.

By Mr. Tiemann—For the improvement of that part of New-York between One Hundred and Tenth-street and Harlem River; also, to improve Seventh-avenue, in New-York.

By Mr. Perry—To establish municipal courts in the City of Brooklyn; also, relative to assessing the cost of sewers in Brooklyn.

By Mr. Cock—To amend the charter of Long Island City.

By Mr. Madden—Relative to the Bleecker-street and Fulton Ferry Railroad. Mr. Madden asked to place the bill on its third reading, as it was a supplemental act to one now in the Executive Chamber. This bill proposed to pay New-York City one per cent. of the gross earnings of the road. Mr. Johnson objected, and the bill was referred to the Railroad Committee.

By Mr. Madden—To legalize the acts of Thomas H. Horton, of Orange County, as notary public.

By Mr. Lowery—To extend the boundaries of the City of Utica. Also, relative to common schools in Utica.

THE VICE-PRESIDENT IN THE SENATE.

On motion of Senator Murphy, a committee of two was appointed to tender the privileges of the Senate to Vice-President Henry Wilson.

Shortly after Mr. Wilson appeared in the Senate Chamber, escorted by Senators Murphy and Robertson. A recess was taken, and the Senators presented to the Vice-President.

NEW-YORK CITY AND COUNTY ADVERTISING.

The report of Controller Green shows that $2,569,676 was paid by the City and County of New-York for advertising during the years 1867, 1868, 1869, 1870, and 1871. The reduction, in 1872, from the amount paid in 1871, was nearly a million of dollars, and the Controller thinks the sum of $100,000 will cover the cost of 1873, unless the Legislature passes laws ordering additional advertising. The claims presented since 1871, but not allowed, would make a total amount of claims for five years of $5,180,995.

THE CHARTER ORDERED PRINTED.

Mr. Woodin moved that the New-York charter, as amended, be printed before sending it to the Assembly. Carried.

BILLS PASSED.

Authorizing the Troy and West Troy Bridge Company to increase its capital stock.

Relative to the management of the State Institute for the Blind.

To establish a Police Department in Buffalo.

Authorizing Lockport to raise moneys.

Directing the Board of Supervisors of Schenectady to remove the Poor-house buildings.

Providing for the assessment and collection of taxes for school purposes at Morrisania.

Relative to Grace Church in New-York.

Amending the charter of the Union Trust Company of New-York.

To amend chapter 767 of the Laws of 1872, relative to the salaries of county judges and surrogates.

Adjourned until 7½ o'clock Monday evening.

ASSEMBLY.

The following bills were introduced:

By Mr. Kay—To incorporate the New-York Towage Company.

By Mr. Jacobs—To confirm, reduce and levy certain assessments of the City of Brooklyn. Also, to confirm the conveyance of certain real estate to the Andrews Methodist Episcopal Church, New Lots, Kings County.

By Mr. Burritt—Requiring private bankers receiving money on deposit on or before the 1st day of July, 1873, to report to the Superintendent of the Bank Department their names and places of business; also, quarterly reports, the same as banking institutions, under penalties for failure the same as are now imposed on banking institutions.

By Mr. Hendee—To confirm certain bonds of municipal corporations to aid railroad companies.

By Mr. Hillyer—To amend the act providing for the promotion of public health by draining certain lands in the town of Northfield, Richmond County.

By Mr. White—Amending the Utica School act. Also, to extend the boundaries of Utica northerly.

By Mr. Pell—To authorize the Central Park, North and East River Railroad Company to extend their tracks.

By Mr. Cochen—To create in the City of Brooklyn and County of Kings, a Department of Public Charities and Corrections, and abolish the office of Commissioners of Charities of the County of Kings.

By Mr. Deering—To authorize the repavement of carriage-ways in the City of New-York, heretofore paved with wooden or concrete pavements, and to provide the means therefor. Also, to provide for the improvement of Tenth-avenue, New-York. Also, providing for the improvement of Eleventh-avenue, New-York.

VICE PRESIDENT WILSON IN THE HOUSE.

Mr. Pierson rose and announced that Vice-President Wilson was in the Capitol, and moved that he be invited to visit the House of Assembly.

The motion was carried, and Messrs. Pierson and Jacobs were appointed a committee to escort the Vice-President to the chamber.

The committee soon returned with the Vice-President, who, after being presented to the Speaker, was introduced by that officer to the House.

A recess of ten minutes was then taken, when the Speaker introduced the members to the Vice-President individually.

BILLS PASSED.

To regulate proceedings in the Court of Special Sessions of Columbia County.

To provide for the Eastern boulevard in New-York City.

Relative to horse railroads, and providing for a gradual reduction of fare thereon.

Exempting the Jewish Theological Seminary and Scientific Institution from Taxation.

Relative to petit jurors in courts of record in the County of Westchester.

Providing for annexing Morrisania, West Farms, and King's Bridge, Westchester County, to New-York.

Regulating the proceedings in procuring a supply of water for the City of New-York, to be acquired in Putnam County.

Restricting the Eighth-avenue Railroad Company, in New-York, to 5 cents for riding below Fifty-ninth-street.

Amending the charter of the Western New-York Life Insurance Company.

To authorize the City of Newburg to borrow $70,000 for water-works purposes. Also, to authorize the same city to borrow money to pay for street improvements.

To amend the act providing for opening and improving Sackett, Douglass, and President streets, Brooklyn.

To incorporate the O. K. Lodge of Good Templars.

To amend the act providing for acquiring lands for rural cemeteries.

BOARDING STATION FOR PILOTS.

The Pilot Commissioners sent in a communication stating that the site selected for a boarding station in a nautical point of view is a proper one.

THE CANALS.

Several petitions were presented for the canal funding and low tolls policy.

REPORTS.

By Mr. Prince—To incorporate the New-York Bill Posting Company.

By Mr. Burritt—Placing private bankers under the same restrictions as Government banking institutions.

By Mr. Husted—Regulating the Brooklyn Common Schools.

By Mr. Hendee—To place the inmates of insane asylums under the protection of law.

THE SALT LANDS.

On motion of Mr. Goss, the Committee on Manufacture of Salt was directed to inquire by what right the owners of salt lands in Onondaga County hold possession, after the directions of the Legislature that the vats be removed.

Mr. Gere rising to debate the resolution lies over.

Adjourned till Monday evening.

**The Late Prof. Partridge—A Reminiscence.**

The death of Prof. Partridge, Professor of Anatomy in the Royal British Academy, is announced. On the establishment of Charing-cross Hospital or soon after Mr. Partridge became attached to it, and was ultimately elected surgeon; here he remained until the foundation of King's College, when he became Demonstrator and ultimately Professor of Anatomy; here he soon came into public notice owing to his great sagacity in the detection of a gang of murderers, whose career was cut short by the apprehension of Bishop, Williams, May, and Shields. The two first-named were professed "body snatchers," who had followed the business for twelve years, and had sold from 500 to 1,000 bodies. They confessed, however, to only three murders, the last being a poor little Italian boy, one Carlo Ferrari, which led to their detection, as Mr. Partridge, then Demonstrator, when the body was taken to the dissecting-room at once suspected, from the general appearance, foul play, increased when one of the men volunteered an obvious falsehood in saying that it had been taken "in the regular way"—meaning from a grave. Mr. Thomas, the Superintendent of Bow-street Police Station, was sent for, and, to detain the suspected men until they came, Mr. Partridge produced a £50 bank note for their payment and asked for change; this they offered to go and procure, but the Demonstrator preferred going himself, and, telling them to wait and read the newspapers, went out to hasten the arrival of the police. When Mr. Thomas arrived, he felt sure it was the body of a youth about whom some inquiries had been made. The men were at once arrested, and at the trial, May having turned King's evidence, Bishop and Williams were sentenced to be hanged, their bodies were given to dissection, and the skeleton of the former now stands in the museum of King's College, holding a bit of his own tanned skin, the body having been presented to Mr. Partridge by the Council of the Royal College of Surgeons, who at that time, by an act of Parliament, claimed the bodies of all persons hanged at the Old Bailey for murder, distributing them to the various anatomical schools in that metropolis.

## FINANCIAL AFFAIRS.

FRIDAY, April 11—P. M.

Business was quite generally suspended down-town to-day. The Stock and Gold Boards were closed, and no dealings of moment were reported. The street quotation for Gold was 118⅛. Foreign Exchanges very quiet and nominal. The Public Funds were quoted steady.

The week's imports of foreign Dry Goods have been to the specie value of $1,483,656; amount marketed, $1,791,288.


BANKING AND FINANCIAL.

**Investment Bonds.**

The NORTHERN PACIFIC RAILROAD 7-30 FIRST MORTGAGE GOLD BONDS, which we recommend as a profitable and well-secured investment, bear 7 3-10 per cent. gold interest, and have the following elements of security, viz.:

1. They are the obligation of a strong corporation.

2. They are a first mortgage on the road, its equipments, rights and franchises.

3. They are a first lien on its net earnings.

4. There is pledged, in addition, for the payment of principal and interest, a land grant of 12,800 acres per mile through the States, and 25,600 acres per mile through the Territories traversed. The Company is already entitled to nearly 10,000,000 acres of its grant, and its land sales thus far have realized $5 66 per acre.

With nearly 500 miles of the road completed and in operation, the earnings for 1873 will be large.

All marketable stocks and bonds are received in exchange for Northern Pacifics on most favorable terms.

**Jay Cooke & Co.**

BANKING-HOUSE OF HENRY CLEWS & CO., NO. 32 WALL-ST., NEW-YORK.

Deposit accounts of mercantile firms and individuals received; all facilities and accommodations granted usual with City banks; in addition thereto four per cent. interest allowed on all daily balances.

Bills of exchange drawn on England, Ireland, Scotland, and the Continent. Travelers' and mercantile credits issued available throughout the world.

☞ FOR SALE—MORRIS AND ESSEX RAILroad seven per cent. mortgage bonds, principal and interest guaranteed by the Delaware, Lackawanna, and Western Railroad Company.

WOOD & DAVIS,
Bankers and Dealers in Railroad Bonds, No. 31 Pine-st.

CLEVELAND, COLUMBUS, CINCINNATI AND INDIANAPOLIS RAILROAD COMPANY.—Stockholders of the above company who are opposed to its lease to the Atlantic and Great Western Railroad, and to the issue of $5,000,000 additional stock, are desired to communicate with the subscribers.

The proxies signed by many of the stockholders at the transfer office of the Cleveland, Columbus, Cincinnati and Indianapolis Railroad grant the right to vote on the above matters at the meeting to be held in Cleveland on the 16th of April.

Stockholders desiring to revoke their proxies signed as above will please send their revocations to

LELAND BROTHERS & CO.,
No. 19 Nassau-st., New-York.

☞ CAIRO & FULTON RAILROAD COMPANY'S FIRST MORTGAGE SINKING FUND LAND GRANT BONDS for sale at 90 and accrued interest. Only a limited number unsold. The Road rapidly approaching completion. The Bonds are THE ONLY LIEN upon ROAD, EQUIPMENT, 1,925,400 ACRES LAND and all other property of the Company. The land sales average over $5 per acre.
H. G. MARQUAND, No. 120 Broadway.

☞ BURLINGTON, CEDAR RAPIDS AND MINNESOTA RAILWAY.
MILWAUKEE EXTENSION
FIRST MORTGAGE CONVERTIBLE SINKING FUND GOLD SEVEN PER CENT. BONDS, FOR SALE AT 90, AND RECOMMENDED AS AN UNDOUBTED SECURITY BY
HENRY CLEWS & CO.,
NO. 32 WALL-ST.


## COMMERCIAL AFFAIRS.

NEW-YORK, Friday, April 11, 1873.

All the prominent business centres having formally adjourned over Good Friday, trade dealings in all wholesale lines were confined within very narrow limits, and the day was practically made a holiday. Three or four thousand bbls. of Flour were sold, in a small jobbing way, at essentially unchanged prices. The operations in Wheat were unimportant, only a few small lots, wanted by millers, having been placed on the basis of $1 65½ for good No. 2 Milwaukee Spring, afloat, and $1 60½ for strictly choice No. 2 Chicago do., in store. Corn sold sparingly, including fair old Mixed, in store, at 63c., and new do., in car lots, at equal to 64c. for good samples. Oats, Pork, Beef, Butter, Cheese, Eggs, and Whisky quite dull; quotations about as before. Light sales of Lard were noted at steady figures. Of Bacon, 500 bxs. Short Clear, May options, changed hands at 9 3-16c.@9¼c. The Grocery movement was very tame; 3,200 bags Rio Coffee, by the Leopoldine, to arrive at New-Orleans, sold at 17½c., and 1,000 bags do., by the Elgil, at New-Orleans, at 18½c., gold; also, a few hundred hhds. Sugar at equal to yesterday's figures. Naval Stores held more confidently. Petroleum stronger in price, with 20⅝c. bid for Standard, and 2,000 bbls. high test reported purchased at 21c. The Cotton Exchange adjournment was generally respected by the trade in private, and many brokerage offices were closed. The ocean freight market was dull, with rates indicating no material alterations. In business circles the prevalent opinion was in favor of making the day a legal holiday, so as to remove all difficulties in the way of its uniform observance.... The receipts of the principal kinds of Produce since our last have been as follows:

| | | | |
|---|---|---|---|
| Flour, bbls. | 9,937 | Tallow, pks. | 425 |
| Ashes, pks. | 42 | Pork, pks. | 84 |
| Bees-wax, pks. | 4 | Cut-meats, pks. | 1,231 |
| Cotton, bales | 1,387 | Beef, pks. | 107 |
| Meal, bbls. | 200 | Lard, pks. | 1,229 |
| Wheat, bushels | 3,500 | Stearine, pks. | 55 |
| Corn, bushels | 15,100 | Grease, pks. | 31 |
| Oats, bushels | 11,875 | Rosin, bbls. | 758 |
| Seed, bags | 155 | Leather, hides | 4,398 |
| Flax seed, bags | 3 | Rice, pks. | 50 |
| Peas, bbls. | 80 | Tea, pks. | 295 |
| Hops, bales | 12 | Tobacco, pks. | 1,648 |
| Dried Fruit, pks. | 64 | Tobacco, hhds. | 212 |
| Eggs, bbls. | 4,903 | Starch, pks. | 1,785 |
| Cotton-seed Oil, bbls. | 50 | Whisky, bbls. | 211 |
| Spelter, pks. | 1,268 | Wool, bales | 36 |
| Cheese, pks. | 23 | | |

## LIVE STOCK MARKETS.

NEW-YORK, Friday, April 11, 1873.

On yesterday forenoon there was a slight advance in feeling in the Cattle trade, which held firm on this forenoon. Prices for Beeves ranged from 9¼c.@13¼c. ꝑ lb., weights from 5½ cwt. to 9 cwt., on 56 lbs.@57 lbs. to the cwt., net. Milch Cows continue fair. Veals rather slow from 8c.@11c. ꝑ lb. Sheep still firm, from 5¾c.@8¼c. ꝑ lb., with one lot of choice Sheep at 8¾c.@9c. ꝑ lb. Spring Lambs from $8 25@$10 ꝑ head. Shorn Sheep from 5¼c.@6¾c. ꝑ lb. Trade in Hogs was firm on yesterday forenoon, and the markets opened on the same basis on this forenoon. Live Hogs are worth from 5¼c.@6c. ꝑ lb. City Dressed on yesterday, from 7c.@7½c. ꝑ lb.; on this forenoon from 7⅛c.@7⅜c. ꝑ lb., Light Pigs included.

SALES.

W. C. Dudley sold for N. Morris 112 common Illinois Steers, from 11¼c.@11¾c. ꝑ lb., weight 6½ cwt.; 68 Texan Steers, from 9¼c.@10c. ꝑ lb., weight 5½ cwt. Coney & McPherson sold for selves 140 Illinois Steers, from fair to good, from 11¾c.@13¼c. ꝑ lb., weights from 6½ cwt. to 9 cwt.; for Prall & Co., 74 common Kentucky Steers at 11¾c. ꝑ lb., weight 5¾ cwt.; for E. Newton, 61 coarse Missouri Steers, from 11c.@13¼c. ꝑ lb., weight 7¼ cwt. C. Khon sold for self 156 good Missouri Steers, from 12¼c.@13¼c. ꝑ lb., weight 7 cwt.; 7¼ cwt.; 18 Texan Steers at 11c. ꝑ lb., weight 7 cwt.; 19 common Missouri Steers at 11c. ꝑ lb., weight 5¾ cwt.; 32 fair Illinois Steers at 12¼c. ꝑ lb., weight 7 cwt.; 1 choice State Steer at $200, live weight 22 cwt.; 16 fair Illinois Steers at 12¾c. ꝑ lb., weight 7¼ cwt. W. Sigel sold for N. Morris 90 Illinois Steers, from common to fair, from 10¾c.@12¾c. ꝑ lb., weights from 5¼ cwt. to 7 cwt. M. Goldschmidt sold for N. Morris 97 rough Illinois Steers, from 11¼c.@12¼c., weights from 6¼ cwt. to 7¼ cwt.; for Rothschild & Co., 32 coarse Missouri Steers, from 11c.@11¾c. ꝑ lb., weight 7 cwt.; 64 Illinois Steers, from common to good, from 11¾c.@13c. ꝑ lb., weights from 6¼ cwt. to 8 cwt. F. Samuels sold for N. Morris 88 Illinois Steers, from common to fair, from 11¼c.@12¼c. ꝑ lb., weight 5¾ cwt., strong. Toffey & Sons sold for N. Morris 98 common Illinois Steers at 11¼c. ꝑ lb., weights from 5¾ cwt. to 6 cwt.; 34 Texan Steers at 10¼c. ꝑ lb., weight 5¾ cwt. H. Meyers sold for N. Morris 47 fair Illinois Steers, from 11c.@12¼c. ꝑ lb., weight 6¼ cwt. S. Schuster sold for N. Morris 114 rough Illinois Steers, from 11c.@12¼c. ꝑ lb., weights from 5¾ cwt. to 7 cwt. M. Lauderbeck sold for N. Morris 47 smooth Illinois Steers from 12¼c.@13¼c. ꝑ lb., weights from 7 cwt. to 8¼ cwt. N. Westheimer sold for self 32 fair Illinois Steers at 12c. ꝑ lb., weight 8 cwt.

COMMUNIPAW SHEEP MARKET.

Kase & Houvert sold 9 Spring Lambs at $8 25 ꝑ head; 8 Spring Lambs at $10 ꝑ head. J. N. Tidcock sold 499 shorn Sheep, weight 37,600 lbs., at 5¼c. ꝑ lb.; 237 shorn Sheep, weight 18,230 lbs., at 6¼c. ꝑ lb.; 175 Sheep, weight 15,080 lbs., at 8c. ꝑ lb.; 240 Sheep, weight, 21,320 lbs., at 8¼c. ꝑ lb.; 25 poor Spring Lambs at $7 ꝑ head. All the foregoing lots were quoted from Ohio.

FORTY-EIGHTH-STREET MARKET.

S. McGraw sold 175 choice Massachusetts Sheep, weight 14,580 lbs., at 8¼c. ꝑ lb. Hume & Elliott sold 80 choice Massachusetts Sheep, weight 10,072 lbs., at 8c. ꝑ lb.; 67 of same car-load, weight 1,471 lbs., at 8¼c. ꝑ lb.; 244 shorn Ohio Sheep, weight 22,008 lbs., at 6¼c. ꝑ lb.

RECEIPTS.

Fresh arrivals at Communipaw Yards for yesterday and to-day, 1,422 head of Horned Cattle, 4,496 Sheep, 5,094 Hogs. Fresh arrivals on yesterday forenoon at One Hundredth-street Yards, 876 head of Horned Cattle, and 32 Beeves on yesterday forenoon at Weehawken Yards.

BUFFALO, N. Y., April 11.—Cattle—Receipts to-day, including 18 cars reported to arrive, 748 head, making the total supply for the week thus far 7,616 head, or 449 cars, against 479 cars for the same time last week; market slow and dull this morning at about yesterday's prices; there are but few Cattle in the yards to operate with, nearly everything having been shipped out; about 400 head were disposed of; sales: 116 head Illinois Steers, ranging from 1,054 to 1,206 lbs., at $5 75@$6; 17 head Canada Steers, averaging 1,232 lbs., at $6 50; 50 head Missouri Steers, averaging 1,338 lbs., at $6 12½; 139 head Iowa Steers ranging from 1,310 lbs. to 1,610 lbs., at $5 50@$6 50; 373 Ohio stockers, averaging 923 lbs., at $4 50. Sheep and Lambs—Receipts to-day 200 head, making the total supply for the week thus far, 4,400 head, against 5,600 head for the same time last week. The pens are clear of stock, leaving nothing to operate with, and consequently there are no sales. Prices rule at $6@$7 for Western wooled Sheep; $5 50@$6 50 for Western Clipped. Hogs—Receipts to-day, including reported arrivals, 5,700 head, making the total supply for the week thus far 24,200 head, against 27,800 head for the same time last week; market slow at 15c. ꝑ cwt. advance on good Hogs on yesterday's prices; light Hogs are a drug on the market; prices range from $5 30@$5 60; sales, 345 head Illinois Hogs, ranging from 180 to 182 lbs., at $5 50@$5 60; 425 Ohio Hogs, ranging from 160 to 184 lbs., at $5 40@$5 50.

ALBANY, N. Y., April 11.—The cattle market opened with a good supply, but dull and dragging; average quality of offerings good—much better than last week; the highest price was 7¼c. for heavy Illinois; the range was from 5c.@6¾c.; Veal Calves were plenty at 7c.@7½c.; Milch Cows in small receipt and good demand; Sheep and Lambs were scarce and higher, showing an advance of ¼c.@½c.; fine-wool Sheep, 6¼c.@8c.; Lambs, 7c.@8c.

## THE STATE OF TRADE.

CHICAGO, April 11.—Flour dull and nominal. Wheat in fair demand and higher, but irregular; sales of No. 2 Spring at $1 16¼@$1 16¾ for regular; $1 19@$1 19¼ for fresh; No. 3 Spring, strictly fresh, $1 09; rejected, 91c.; No. 2 Spring, seller May, closed at $1 20¾; seller June, $1 23¼. Corn quiet and unchanged; 31c. bid for No. 2 Mixed, cash, an apparent advance of ¼c. on yesterday's prices, but really an offset to increased rates of storage; seller May, 34¼c.@34¾c.; seller June, 35¾c.@36¼c.; rejected, 28¼c. Oats steady at 24½c. for No. 2 regular, cash; 28¼c. seller May. Rye dull and unchanged; sales of No. 2 Regular at 61c.; Fresh, 62c. Barley dull and lower; sales of No. 2 at 71½c. for Regular; No. 3 nominally 60c.@65c. Pork firm and in fair demand at $15 75 cash; $15 85 seller May; $16 05 seller June. Lard dull and unchanged. Bulk Meats steady; sales of Shoulders at 6¼c. packed; Short Rib Middles, seller June, 8¾c. loose. Bacon quiet and unchanged. Whisky steady at 86¼c. Receipts—6,000 bbls. Flour, 14,000 bushels Wheat, 20,000 bushels Corn, 20,000 bushels Oats, 1,000 bushels Rye, 10,000 bushels Barley. Shipments—9,000 bbls. Flour, 28,000 bushels Wheat, 11,000 bushels Corn, 18,000 bushels Oats, 3,000 bushels Rye, 15,000 bushels Barley.

ST. LOUIS, April 11.—Flour dull and unsettled; business small. Wheat dull and drooping; lower to sell; only a few sample lots sold. Corn steady; No. 2 Mixed, 41c. at East St. Louis, on the track; 41c. sacked. Oats dull and unchanged; No. 2, 27¼c.@28c. at East St. Louis, on the track; 32¼c.@33¼c. sacked. Barley lower to sell; only a few sample lots sold. Rye dull and lower; No. 2, 65c. Whisky dull; round lots not salable over 85c.@85¼. Pork quiet; Prime Mess, $14 50. Dry-salted Meats quiet; Shoulders and Clear Sides, up-country, 6c.@8c. cash. Bacon active for future delivery; Clear Sides, 9¼c., seller and buyer May; 10c., seller June. Hams—Sugar-cured active; large sales for Louisville delivery at 15¼c., June, July, August, and September. Lard firm; Steam, 8c., spot. Hogs lower, at $4 75@$5. Cattle dull; Texans, $2@$5; native Cows and Heifers, $3 25@$4; Stockers, $3@$4 75; fat Steers, $4 25@$5 87½. Receipts—4,000 bbls. Flour, 34,000 bushels Wheat, 100,000 bushels Corn, 20,000 bushels Oats, 20,000 bushels Barley, 1,000 bushels Rye, 2,200 Hogs.

BUFFALO, April 11.—Flour quiet; Western Spring, $7 50@$8; Amber Winter, $8 50@$9 25; White Winter, $9 50@$10. Wheat higher on Western Spring; sales, small lots at $1 50 on track; quoted—Milwaukee No. 2 Spring, $1 55; Chicago No. 2 Spring, $1 45@$1 48; Duluth No. 1 Spring, $1 63; White Canada, $1 75@$1 80; White Michigan, $1 80@$2. Corn firm; sales, 2,250 bushels Western on track, and 2,000 bushels in store at 52c. Oats active; sales, 10,500 bushels Western Mixed in store on private terms; 2,100 bushels Western in store at 40c.@41c. Barley scarce; Canada, 90c.@$1; No. 2 Western, 81c.@85c. Two-rowed State, 80c.@85c.; Four-rowed State, 85c. Rye—Sales nominal at 85c. Barley-malt quiet; Western, $1 05@$1 10; prime Winter Western, $1 10@$1 15; prime Canada, $1 20@$1 25. Rye-malt held at 95c. Balance of the market unchanged.

BALTIMORE, April 11.—Cotton quiet; Low Middling, 18¾c.@18⅞c. Flour quiet, steady, and unchanged. Wheat firm; choice White, $2 10@$2 17. Corn in good demand; stock scarce; Southern White, 68c.; do. Yellow, 65c.; Western Mixed, 61c. Oats active; Southern, 48c.@51c.; Western Mixed, 47c.@48c.; do. White nominal at 49c.@50c. Rye steady at 85c.@95c. Hay unchanged. Provisions heavy and lower. Mess Pork steady at $17@$17 50. Bulk Meats—Shoulders, sales 60,000 lbs. at 6¾c.; Rib Sides, 8¼c.; Clear Rib Sides, 8¾c. Bacon inactive; Shoulders, 7½c.@7¾c.; Rib Sides nominal; Clear Rib Sides, 9¼c.@9¾c. Sugar-cured Hams 12¾c.@15c. Lard dull at 8¾c. Western Butter firmer; stock scarce; choice Roll 35c.@38c.; new Tub, 35c.@42c. Whisky firm at 90¼c.@91c.

OSWEGO, N. Y., April 11.—Flour steady and unchanged; sales 1,300 bbls. at $8 75 for No. 1 Spring; $9 75 for Amber Winter, $10 50 for White Winter, and $11 for Double Extra. Wheat unchanged; sales 5,000 bushels No. 2 Milwaukee Club at $1 68. Corn quiet at 58c. for Western. Oats nominally 49c. for State. Barley inactive; Canada held at $1 12. Corn-meal, $1 30 for Bolted, $1 25 for Unbolted, ꝑ cwt. Mill-feed unchanged; Shorts, $21; Shipstuffs, $22; Middlings, $25 ꝑ ton. Railroad Freights—Flour, to Philadelphia, 60c.; to Boston, 72c.; to New-York, 62c.; to Albany, 54c.

CINCINNATI, April 11.—Flour dull at $7 25@$7 65. Wheat quiet at $1 80@$1 85. Corn steady at 43c. Rye quiet at 80c. Oats steady at 31c.@38c. Barley quiet and unchanged. Butter steady. Provisions quiet, but firm. Pork nominally unchanged. Lard firm; steam, 8¼c.@8⅜c.; kettle, 8¾c.@9c. Bulk Meats quiet and steady; improved demand for future delivery; Shoulders, 6¼c.@6½c.; Clear Rib Sides, 8¼c.@8⅜c.; Clear Sides held 8¾c. Bacon steady; Shoulders, 7c.; Sides, 9¼c.@9¾c., with sales; Clear Sides generally held 9¾c. Whisky steady at 85c.

TOLEDO, April 11.—Flour quiet and unchanged. Wheat a shade higher; sales of No. 3 White Wabash at $1 92; extra White Michigan, $1 91; No. 1 do., $1 73; No. 2 do., $1 59; Amber Michigan, spot, $1 64; seller May, $1 67; seller June, $1 69¾; No. 1 Red, $1 76¾; No. 2 Red, $1 64¾. Corn quiet and unchanged; sales of High Mixed, spot, at 41c.; seller May, 42c.; seller June, 45c.; Michigan, 40c. Oats a shade higher at 34¼c. for No. 2; 35c. for Michigan. Clover-seed sold at $4 90; Mammoth, $5 75. Receipts—2,000 bushels Wheat, 7,000 bushels Corn, and 2,000 bushels Oats. Shipments—1,000 bbls. Flour, 9,000 bushels Wheat, 10,000 bushels Corn, and 4,000 bushels Oats.

LOUISVILLE, April 11.—Tobacco very active and strong, particularly for medium and good grades; sales 200 hhds. Flour—Demand moderate; Extra Family, $6 75; A No. 1, $8; Fancy, $9. Grain—Small business; prices unchanged. Provisions quiet and steady. Pork, $17 for round lots. Bacon—Shoulders, 7c.; Clear Rib Sides, 9c.; Clear Sides, 9¼c. packed. Bulk Meats—Shoulders, 6¼c.; Clear Rib sides, 8¼c.; Clear Sides, 8¼c., loose; ¼c. higher packed. Hams steady; plain, 12¼c.@13c.; Sugar-cured, 13¼c.; fancy, 14c. Lard—Tierce, 8¼c.@9c.; kegs, 9¼c.@10c.; Steam, 8¼c.; small order lots, ¼c.@¼c. higher. Whisky steady at 86c.

MILWAUKEE, April 11.—Flour quiet and unchanged. Wheat steady; sales of No. 1 at $1 29; No. 2, $1 19. Oats steady at 27c. for No. 2. Corn steady at 36c. for No. 2 Mixed. Rye dull and nominal at 64¼c. for No. 1. Barley steady at 73c. for No. 2 Spring. Receipts—3,000 bbls. Flour and 12,000 bushels Wheat. Shipments—5,000 bbls. Flour and 1,000 bushels Wheat.

DETROIT, April 11.—Flour quiet and unchanged. Wheat steady at $1 90 for Extra; $1 84½ for No. 1 White; $1 65½ for Amber Michigan. Corn steady at 42¼c. Oats in good demand at 39c. Clover-seeds dull at $5. Receipts—1,000 bbls. Flour, 2,000 bushels Wheat, 3,000 bushels Corn, and 2,000 bushels Oats. Shipments—1,000 bbls. Flour, 15,000 bushels Wheat, 2,000 bushels Corn, and 7,000 bushels Oats.

CLEVELAND, April 11.—Flour in fair demand and firm. Wheat firm and steady; No. 1 Winter Red, $1 79; No. 2 Red, $1 63. Corn quiet; Mixed held 45c.@46c.; Ear on the track, 42c. Oats steady; No. 1 State, 39c.; No. 2, 37c. Petroleum firm and unchanged.

OSWEGO, April 11—Noon.—Flour steady; sales, 1,300 bbls. at $8 75 for No. 1 Spring; $9 75 for Amber Winter; $10 50 for White do.; $11 for Double Extra. Wheat unchanged; sales, 5,000 bushels Nos. 1 and 2 Milwaukee Club at $1 68. Corn quiet at 58c. for Western. Barley held at $1 12 for Canada.

MEMPHIS, April 11.—Flour dull and unchanged. Corn dull and lower at 53c.@55c. Oats firm at 46c. in store. Bacon dull and declining at 7¼c.@7½c. for Shoulders; 9¼c.@9¾c. for sides. Lard firm at 9¼c.@10c. for Refined. Pork firm and scarce at $18 50.

WILMINGTON, N. C., April 11.—Spirits of Turpentine firm at 47½c. Resin quiet; no sales reported. Crude Turpentine steady at $2 25 for Hard, and $3 50 for Yellow Dip and Virgin; $4 for New Crop Virgin. Tar quiet at $2 65.

ALBANY, N. Y., April 11.—Nothing done to-day in Wheat, Rye, Barley, or Corn. Oats steady; sales, 1 car Western (at the Susquehanna Railroad Depot) at 52c.; 1 car No. 2 State at 49c.

PROVIDENCE, R. I., April 11.—Print Cloths steady; 6¾c.@6⅞c. for 64x64, best cloths, with a moderate demand.

**Attempt to Break Prison—The Plot Discovered and Prisoners Secured.**

On Friday morning a desperate attempt was made to break out of the Suffolk County Jail at Riverhead, Long Island, by a number of criminals awaiting trial. The wife of Deputy Sheriff Sweezey, who resides near the jail, heard a suspicious noise in that direction, and awaking her husband, he, with Capt. B. S. Hallock, the jailor, proceeded to investigate the cause, after sending for Sheriff Perkins and other help. They found all the prisoners in their cells, with the doors apparently secured as usual with padlocks. Upon examination, however, the padlocks were all found unlocked, although the prisoners were seemingly asleep. Close examination revealed the fact that a heavy inner iron door had been opened, and a number of rude tools and skeleton keys were discovered. Near the door were also found instruments formed of strips of iron three feet in length, with one end bent round to fit the hand and secure a firm hold, while the other formed an ugly looking hook, similar to a car-hook. The prisoners, it appears, had succeeded in reaching the outer door, which is made of boiler-iron, and over which is a semicircular window secured by flat bars of iron, some of which had been loosened by wooden wedges. They had, while prying off this iron-work, displaced the sash covering the outside, which, falling to the floor, created an alarm, and put a stop to their operations. The Sheriff immediately called a blacksmith, who shackled the prisoners together, two and two, to prevent further similar operations. It appears that the leaders of the attempt were three New-York burglars named Butler, Caulfield, and Hayes, and a man named Stokum, arrested for burglary at Shelter Island.

## LAW REPORTS.

COURT CALENDAR—THIS DAY.

UNITED STATES DISTRICT COURT—IN BANKRUPTCY.—Involuntary cases—2944, Ellsworth vs. Lee et al.; 2951, White et al. vs. Wood; [illegible]; 2945, Simpson et al. vs. Wilson et al.; 2949, King et al. vs. Wilson et al.; [illegible], Kaufman et al. vs. [illegible] et al.; 2964, Austin vs. Funk et al.; 2971, Jones vs. [illegible]; 2959, Corlis vs. Johnson; 2974, The Newark [illegible] Company vs. [illegible]; 2976, Cohen et al. vs. [illegible]; 2977, In the matter, &c., of Stone vs. [illegible]; [illegible], Otis vs. Nichols et al.; 2979, Birdsall vs. The New-York Shuttle Sewing-machine Company; [illegible], Cross vs. Smith; [illegible], [illegible] et al. vs. [illegible]; [illegible], Murray vs. Moer; 2984, Rothschild & Co. vs. Poland; 2987, Tucker et al. vs. Simon; [illegible], [illegible] vs. Levy.

UNITED STATES SUPREME COURT.

No. 213.—*Stevenson, Collector, vs. Beggs.*—Error to the Circuit Court for the Southern District of Ohio.—The question in this case is between the plaintiff in error, as Collector of Internal Revenue, and Beggs, a distiller, in an action brought by the latter to recover back a tax alleged to have been illegally exacted. Beggs insists that it is not lawful, under the act of July 20, 1868, to assess and collect, as for a deficiency, under a second assessment, the taxes upon the difference between the producing capacity, as estimated by the revenue officers, and the amount of spirits actually produced by such distillery, when the distiller has in good faith reported and paid taxes upon his whole production, and when such exceeds eighty per cent. of the producing capacity. The collector maintains that it is. The Court below decided in favor of the defendant here, and in this court the Government submits that if any error was made in the measurement of his distillery, it was Beggs' duty to appeal to the Commissioner of Internal Revenue; and it is said that the estimate provided for by law will be useless if it can be impeached collaterally, and the distiller is permitted without appealing to the commissioner to correct errors, to show that it is erroneous.

C. H. Hill for Government; J. D. Cox and H. L. Burnett for Beggs.

No. 217.—*Steamer Commercial et al. vs. Woodland et al.*—Appeal from the Circuit Court for the District of Maryland.—This was a case of collision on the Chesapeake, by which the schooner Seaman and cargo became a total loss, by reason as found below, of the steamer's failing to keep out of the way, in accordance with the rule, where there is danger of a collision with a sailing vessel. The same error is assigned as in the case of the schooner Champion, that she changed her course when the collision was imminent and thus caused the accident. The evidence as in most such cases is conflicting and contradictory.

W. S. Bryan for appellant; W. S. Waters for appellee.

No. 216.—*Steamer Lucille vs. Respess et al.*—Appeal from the Circuit Court for the District of Maryland.—This libel was filed by the appellees to recover damages for the total loss of the schooner Champion and cargo, belonging to them, occasioned by a collision with the steamer in the Chesapeake Bay. The decree was for the libelants, and it is here maintained that it should be reversed, because of error in the finding of fact by the court below that the schooner did not change her course when the collision was imminent. It is insisted that the testimony shows that the Captain of the schooner ordered her helm to be put up just before the moment of collision, and that this was the cause of the accident.

W. S. Waters for appellants; W. S. Bryan and T. A. Latta for appellees.

No. 212.—*Calhoun et al. vs. Bank of Natchez et al.*—Appeal from the Circuit Court for the Southern District of Mississippi.—This bill was filed by the appellees to foreclose a mortgage executed by Calhoun and wife to secure three promissory notes made to Irby or Given, Watts & Co., on premises situated in Natchez, Miss., which notes had come into the hands of the appellees. Before accepting the security of the mortgage, Given, Watts & Co. received of the clerk of the court the proper county certificate that there were no incumbrances on the property; but upon the attempt to foreclose, the receiver of the Bank of Natchez objected that Calhoun's title was not good, because the conveyance to him by one Ferguson, a former receiver of the bank, was not in conformity with the order of the Court, and was therefore void. The deed recited that the money was paid in the usual language, and there was covenant of warranty, &c., and the question is whether the deed being immediately recorded and the property being clear of record, Watts, Given & Co. were chargeable with constructive notice that no money was paid, because a note of Calhoun for the amount of the purchase money was in the hands of the receiver, and Calhoun has stated to the present receiver that he had paid no money. The Court below sustained the title of the appellees as purchasers, for value, without notice, and the question is for review here.

E. Phillips for appellees; W. P. Harris for appellants.

UNITED STATES DISTRICT COURT—APRIL 11.

*Before Judge Blatchford.*

*Reinhard Steinecke vs. Silas Bach.*—Verdict in favor of plaintiff for $7,361 12. Motion to set aside verdict and for a new trial denied, and judgment ordered on the verdict.

**Church War in Brooklyn.**

The congregation of the Warren-street M. E. Church in Brooklyn has been presided over for three months past by Rev. Mr. Johns, who, during this period, has become a favorite among his flock. The New-York East Conference of Methodists at its recent session assigned Rev. J. V. Saunders, late pastor of the York-street Church, to Warren-street, but the congregation of the latter declined to part with Mr. Johns, and have resolved to close the church to-morrow. Unless their wishes are respected, they will sell the edifice in Warren-street and make it a Congregational Church. Yesterday Mr. Saunders was notified of this determination. Mr. Johns recently arrived from England, and expecting his appointment to be confirmed, had sent for his family to join him in Brooklyn.

**The Brooklyn Carpenters' Strike.**

Yesterday a delegation of carpenters visited the new buildings on First-place near Court-street, South Brooklyn, and endeavored to induce the men there to quit work. Failing in this they threatened violence, but finally left on the approach of a platoon of police from the Third Precinct.


## NEW PUBLICATIONS.

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## STEAMBOATS.

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The elegant light-draft steamers SUNNYSIDE and THOMAS POWELL will, on and after MONDAY, April 14, leave Pier No. 49 North River, foot of Leroy-st., daily, (Saturdays excepted,) at 6 o'clock P. M., making close connection at Troy with morning trains on New-York Central, Rensselaer and Saratoga, and Troy and Boston Railroads.

JOSEPH CORNELL, Superintendent.

# The New-York Times.

## TRIPLE SHEET.

NEW-YORK, SATURDAY, APRIL 13, 1872.



Amusements This Evening.

WALLACK'S THEATRE.—DAVID GARRICK, LORD DUNDREARY, &c.—Mr. E. A. Sothern. Matinée at 2.

OLYMPIC THEATRE.—HUMPTY DUMPTY.—Mr. Geo. L. Fox. Mr. C. W. Mavel, Miss Fanny Bonna. Matinée at 2.

GRAND OPERA-HOUSE.—UNCLE SAM.—Mr. John Brougham, Mrs. John Wood. Matinée at 1½.

BOWERY THEATRE.—OLD HEADS AND YOUNG HEADS.—Matinée at 1½.—NEW-YEAR'S EVE.

BOOTH'S THEATRE.—DANNY O'DOWD.—Mr. Dion Boucicault, Miss Bella Pateman. Matinée at 2.

WIELD'S GARDEN.—THE SCOUT OF THE PRAIRIE.—Mr. W. F. Cody, Miss Marlowchi. Matinée at 2.

UNION-SQUARE THEATRE.—COUSIN JACK and SWEETHEARTS.—Mr. Harkins, Miss Emily Mestayer. Matinée at 1½.

WOOD'S MUSEUM.—DRAMATIC PERFORMANCE AND CURIOSITIES.—Afternoon and evening.

GILMORE'S OPERA HOUSE.—ETHIOPIAN MINSTRELSY.—Tom Bryant, Seymour, Reed.

AMERICAN INSTITUTE BUILDING.—BARNUM'S MUSEUM, MENAGERIE, and HIPPODROME. Day and evening.

NEW-YORK CIRCUS.—LENT'S MUSEUM, CIRCUS, and ZOOLOGICAL GARDEN. Day and evening.

ASSOCIATION HALL.—Matinée at 2.—LECTURE by Grace Greenwood. "In-doors."

STEINWAY HALL.—Matinée at 2½.—CONCERT by Miss Anna Mehlig.

SOMERVILLE ART GALLERY.—EXHIBITION OF PAINTINGS.



The New-York Times.

THE NEW-YORK TIMES is pre-eminently a family paper, all objectionable advertisements being rigidly excluded; and it has a constantly increasing circulation among the most respectable classes of the community.

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The Daily Times, per annum, exclusive of the Sunday Edition.....10
The Sunday Edition, per annum.....2
The EUROPEAN EDITION, per annum, postage extra 2
The SEMI-WEEKLY TIMES, per annum.....3
The WEEKLY TIMES, per annum.....2

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New-York City.

To Advertisers.

☞ For the accommodation of up-town residents, advertisements for insertion in the TIMES will be received at No. 54 West 33d-st., Junction of Broadway and 6th-av.; No. 308 West 23d-st., opposite Grand Opera-house, at same rates as are charged at office of publication.

Notice.

We cannot notice anonymous communications. In all cases we require the writer's name and address, not for publication, but as a guarantee of good faith.

We cannot under any circumstances return rejected communications, nor can we undertake to preserve them.

The morning THE DAILY TIMES consists of TWELVE PAGES. Every news-dealer is bound to deliver the paper in its complete form, and any failure to do so should be reported at the publication office.


It is reported that several Senators whose names have been connected with the famous list of six who took $5,000 each for their votes on railway legislation have requested an investigation from the Assembly Committee. Let them have it. The committee has not much time left, but it could not use what it has to better advantage than in unearthing these six men. If all the Senators whose names are freely mentioned in this connection will tell the whole truth the committee's labors will be very much lightened.

A newspaper writer who found it entirely consistent with his sense of independence to hold a lucrative office under the Federal Government during the late canvass, says: "We do not care a straw, and never did, for civil service reform," and adds, that he has "only one single regret, and that is, that it was ever adopted as a plank of the platform of the Philadelphia Convention." It was adopted as a plank of that platform, however, and mainly because the shrewd men who devised the platform believed the reform met the views of the people. They were correct in that belief. Every sneer at the reform from Republicans, and every attempt to secure its abandonment, only insure the party, and since the recent record of Congress, we suggest to all concerned that this party can very well spare additional injury from any source.

The able and exhaustive report which Deutsteller Gamss has sent to the Legislature, in regard to the expenditure for City and County advertising during the last five years, ought to be read and studied by every tax-payer. On this subject so much has been written in these columns, that the statements of the report will be tolerably familiar to our readers. In the complete form under which the figures are now presented, they should be preserved as one of the most convincing proofs of misgovernment in the past, and one of the most instructive warnings against the abuse of unlimited trust in the future. The claims tabulated under Schedule C, which gives a condensed report of the work of the Board of Examiners, to which we have so frequently referred, are worthy of special attention. The system adopted by this board was of the most exact character, but it meted out the same measure of justice to all. As we remarked the other day in regard to it:

"A rigid system like this applied to indebtedness which had been incurred under the loose administrative methods of the last five years, was pretty sure to involve a certain amount of injustice to individual claimants. Respectable newspapers had accepted advertisements in perfect good faith from City officials who had no legal authority to give out such contracts, and in various other ways claims having no element of fraud had to be cut down under a strictly judicial audit. Whatever may be the extent of such hardships, it is trifling in comparison with the enormous gain to the public interest, and the very considerable saving to the public purse, represented in the application of rigid methods of audit to loyal indebtedness."

We need only add that the official report bears out every statement we have made in regard to the claims of the *World* and other newspapers, while it convicts MARBLE'S paper of deliberate untruth in regard to its own claims and those of others. The satisfactory fact cannot be too prominently kept before the public, that while under Ring rule the average expenditures for corporation advertising were over a million a year, they were cut down last year to $145,550, and will, if the Legislature keeps its hands off, be still less during the present year.

There have been several additional announcements of Congressmen who have concluded not to pocket the back pay. Most of them have refused to take it from the Treasury. One or two have given it away. The list now stands as follows, the Democrats and Liberals in italics:

| | |
|---|---|
| W. P. Sprague, Ohio. | *T. Swann*, Md. |
| C. W. Willard, Vt. | Jno. Coburn, Ind. |
| G. F. Hoar, Mass. | H. H. Starkweather, |
| H. W. Corbett, (Senator,) Oregon. | W. Townsend, Penn. |
| C. L. Merriam, N. Y. | Wilder D. Foster, Mich. |
| Jos. R. Hawley, Conn. | S. Shellabarger, Ohio. |
| Wm. M. Merrick, Md. | W. A. Wheeler, N. Y. |
| C. C. Esty, Mass. | *E. Perry*, New-York. |
| Senator *Carl Schurz*, Mo. | *W. H. Roberts*, N. Y. |
| G. H. Finkelnburg, Mo. | E. H. Roberts, N. Y. |
| *E. Wells*, Mo. | *O. N. Potter*, N. Y. |
| *R. B. Roosevelt*, N. Y. | Jas. Munroe, Ohio. |
| Senator Morton, Ind. | W. H. Upson, Ohio. |
| Senator Pratt, Ind. | Vice-President Wilson. |
| J. A. Garfield, Ohio. | *P. Van Trump*, Ohio. |

Nothing could exceed the smiling impudence with which JAY GOULD gave his testimony last night. At every step he approached the verge of perjury. Several times he passed the moral, if not the legal, limit of that offense. A more disgusting picture than was afforded by this cool and indifferent scoundrel, blandly defying the Legislature of the State to place its finger on his crimes or his confederates in them, has seldom been seen.

Senator MADDEN has always been "friendly" to the Gould administration of the Erie Railway. He is bold enough to acknowledge it, or perhaps it would be more correct to say that he is shrewd enough to acknowledge what it would be useless to deny. Mr. GOULD knows the value of a man like MADDEN, when he sees him, and MADDEN says GOULD sent him $4,000 to pay his election expenses in 1871. No one who knows MADDEN will deny that the investment was a good one. BEN HOLLADAY is reported to have said that he had had shares in everything salable, from an Idaho bull team to a member of a State Senate. GOULD prefers undivided ownership.

Close on the terrible disaster on the Nova Scotia coast, comes a report of the loss of 800 lives by an earthquake in San Salvador. The report is very brief, and may be exaggerated. In its present shape it presents an almost incredible horror.

### The Legislature and the Canals.

It is in the power of the Legislature to do a great service to the canals of the State, and, through them, to the business interests of the whole country. This can be done by the approval of the constitutional amendment now pending, providing for the funding of the canal debt, and the steady reduction of tolls. This amendment has the full and unqualified indorsement of the Republican Party. It entered definitely, in some sections of the State, as an issue in the last canvass. It has been warmly and repeatedly indorsed by the Chamber of Commerce of this City—the last time only a few days since. It has received the approval, unanimous, so far as we have seen, of the Press along the line of the canals. Large numbers of petitions are circulating in the State in support of it, some of which, numerously signed, have already been presented to the Legislature, and many more of which will come in during the next few days.

We urge this matter on the attention of the Legislature. It is a measure which cannot do harm, and which cannot be perverted. The revenues of the canals are now burdened with a number of disconnected debts maturing at different dates, and bearing interest at rates sensibly higher than would be required were the several amounts consolidated in one series of long bonds. It is susceptible of demonstration that the interest on the bonds provided for by the constitutional amendment and the one per cent. sinking fund also required, could be met for about the amount now employed in in paying the interest alone.

But it is not on the ground of economy alone, or even on that ground principally, that this constitutional amendment claims the indorsement of the Legislature. Its chief merit lies in the fact that its adoption will make stability possible in the management of the canals. In order that our readers may see just what is proposed, we give the text of the amendment:

ARTICLE 1. In order that the tolls on the canals of this State may be reduced so as to meet the requirements of commerce, and prevent the diversion thereof from this State, the Commissioners of the Canal Fund shall borrow, on the credit of the State, such sums as may be necessary for paying the canal and general fund debts now charged on the canals, as the same shall fall due, by the issue and sale of bonds or certificates of stock, having forty years to run from their date, bearing interest at the rate of five per cent. per annum, payable semi-annually; for the payment of the principal whereof at maturity, a sinking fund of one per cent. per annum shall be established, and the tolls of the canal shall be fixed, from time to time, by the Canal Board, at rates sufficing, as near as may be, to provide only for said sinking fund, the interest on the debt so created, and the expense of keeping the canals in repair.

It will be noticed that the object of the amendment is distinctly stated to be the reduction of the tolls, in order to meet the requirements of commerce and to prevent the diversion of commerce from the State. The means proposed for reaching this end are simple. They consist in funding the debt and fixing the tolls by the Canal Board, so as to pay interest and sinking fund and the expense of repairs out of the revenues, and no more. This puts the question of tolls entirely in the hands of the Canal Board, with well-defined instructions as to their conduct.

The adoption of this amendment would set at rest the question of high tolls or low tolls. It would establish the principle that the canals are not again at any time to be regarded as a source of profit for the State. It would place New-York in the attitude of inviting the commerce of the West on the most favorable terms. And it would be opening the prospect for practically free canals. Certainly it is not a day too soon for our State to take definite action in this direction. It is the only policy by which the State, as such, can hope to influence the course of Western trade. The great agitation which is moving the farming population of the West and South-west is constantly tending to the building of a trans-Allegheny water route. Such a project has received respectful and even favorable consideration in high quarters. Some of the most influential men in Congress are explicitly committed to it. The President is strongly inclined to it. There is an active organization in five States working for it. Surely our legislators need not be told how such a scheme, carried out by aid of the national Government, would affect our own interests. The most practical and effective method of meeting it for this State is to put our canals on a simple and stable basis, and to establish with reference to them, beyond all chance of reversal, the policy of low tolls.

### Hank Smith's Second Defense.

Police Commissioner HENRY SMITH has been moved by a duty which he "owes to his friends" to furnish us with what he seems to regard as a vindication of his official connection with the Bowling-green Savings Bank. As Mr. SMITH intimates, he has been a long time silent about the charges against him in the capacity of bank manager. His silence has not been quite so long, however, as he would have people believe. On Feb. 1, 1873, he attempted a defense, and a comparison of his statements then and now gives point to the proverb about a certain class of people who ought to have long memories. The letter which we publish this morning is neither more nor less than a complete admission of the truth of our published charges, as any one who reads it carefully may perceive. The writer violates truth, as we shall show, in trying to belittle his responsibility for acts charged against the bank management, but even were his equivocations facts, HANK SMITH stands confessed of being implicated in a shameful abuse of public trust. Let us strip the facts of the sophistries under which he tries to conceal them, and see what is the full measure of his guilt.

I. HANK SMITH pleads in extenuation of his offenses that he was only "nominally" President of the Bowling-green Savings Bank; that he trusted his subordinate officers, and the "well-known citizens" composing the Board of Directors, and that in fact he was the innocent victim of misplaced confidence.

To this we reply that no man has any right to undertake a "nominal" trusteeship of anything, and least of all of the hard-won earnings of hundreds of poor people. In honor, as well as in law, he is responsible for the misappropriation of such funds effected under cover of his name, even if without his knowledge. That the swindles of the Bowling-green Savings Bank were perpetrated partly with the knowledge, and partly with the connivance, of the President, has been clearly proved in official reports, to which we shall refer.

II. As proof of his confidence in the stability of the bank, SMITH pleads that it was to its closing day the depository of "large amounts" of his own money.

This is contradicted by his statement of to-day, as well as by his statement of February last. He said then that during the existence of the bank his average balance on its books was $25,000, while at the date of its suspension there was but $7,000 standing to the credit of his deposit account. He says now that his monthly balance averaged over $26,000, while at the date of suspension his balance was only $4,118 27. If this does not argue a guilty knowledge of the state of the bank, we should like to hear what is its precise significance. If other depositors had drawn out in the same proportion, there would have been but little real suffering as a result of the collapse of HANK SMITH'S rotten bank. So much for the plea that the President was "ruined" like many other depositors who confided in his integrity.

III. Mr. SMITH alleges that he took no personal share in the management of the Bowling-green Savings Bank; that, in two years, he was not five times within its walls, and a good deal more to the same effect.

If this were true, he would still be guilty of criminal negligence of the grossest kind, for which he ought to be held morally and legally responsible. But it is not true, and instead of negligence he stands convicted of criminal participation in a great fraud and of bearing false witness in order to shield himself from the odium. Three months before the suspension of his bank, SMITH assured JOHN FOX, who had a large amount on deposit, that "the bank was in a flourishing condition, and that they had $70,000 lying idle which they proposed to invest at seven per cent., so that they might pay the depositors interest at six per cent. without having to use their own money." Two days before the suspension of the bank appeared a circular, signed by HANK SMITH as its President, announcing the arrangement which had been made with poor Mr. GREELEY'S Bureau of Migration to receive deposits from persons "of all nationalities in sums from ten cents upward, as trust funds, for emigration." Again, in October and November, 1870, and in October, 1871, we find various checks for large amounts—$10,000 and $20,000—signed by "HENRY SMITH, President," and drawn upon the Tenth National and other banks in which the Bowling-green concern had funds. The proceeds of these checks went into a stock-jobbing pool, called the "Secretary's account," about which Mr. KNAPP, the receiver of the Bowling-green Bank, makes the following remark: "A just claim exists against the officers of the bank for about $64,736 78, *drawn and appropriated by them* and charged to Secretary's account." Mr. SMITH thinks this statement "obscure." To us it appears to be a direct charge of swindling, and, according to our way of thinking, the three persons concerned in it—SMITH, ROCHE, and SELMES—ought to be in the State Prison.

IV. Ex-President SMITH wishes it to be understood that he has honestly labored since the suspension of the bank, to lessen the losses of the depositors.

We find no evidence of other labor on his part, than a consistent effort to evade responsibility. He gave a false statement of the affairs of the bank in his "defense" of February, 1872, in which he put down the deficiency in the accounts at $17,773. It had previously been shown by the investigating committee that the actual deficiency was about $150,000—a statement verified by the receiver's report.

V. SMITH calls his forced restitution of $50,000 the discharge of a "doubtful legal obligation."

This is the language of a rogue, and is a good deal more audacious than he dared to use a year ago, when the facts were fresh in the public memory. At that time he declared, "Whatever deficiency may exist upon the winding up of the affairs of the bank by the receiver, I regard myself as liable to make good my proportion, and shall do so whenever that amount shall be determined." The bank failed because of the frauds of SMITH, ROCHE, and SELMES. The latter has given up, apparently, all the property he had. ROCHE has not so far as we know, paid a cent, and SMITH has restored a very inadequate proportion of the "steal." The depositors have been paid but thirty-five cents on the dollar, and the next payment is more than problematical. The total liabilities of the concern were $628,842. Its assets are short at least $300,000 of the sum required to pay 100 cents on the dollar. If HANK SMITH wants to have the slightest claim to the character of an honest man, let him strip himself of his property and pay his due "proportion" of this deficit. Till then he should be let severely alone by any political party which claims a character for honesty. After he has so done, he can appeal to the people of the First Ward, where he has spent twenty-five years of his life, and where most of the depositors of his bank reside, for any public office to which they are willing to elect him. Meanwhile, let him thank the lucky chance which has saved him from being compelled to yield the State the only remunerative service it is ever likely to receive from him.

### Safes and Boats.

A life-boat is constructed for the purpose of protecting its inmates from the sea. The sea strives to crush, capsize, or swamp it, and the life-boat's usefulness consists in its power to resist these attacks. No racing crew, about to row a race against rival oarsmen, would give the latter enormous odds by rowing an old-fashioned jolly-boat against a modern shell. And yet, in the far more important contest between the life-boat and the sea, we build the former in such a way as to give the latter an immense advantage in what is too often a struggle for life or death.

Because, centuries ago, the savage who first attempted to navigate the waters used a canoe made by hollowing out a log, we still cling to some modification of this original pattern. The round-bottomed boat, with its frail frame and large interior capacity for holding water, is liable to be stove in either by the waves or by collision with other bodies. The wind has a constant tendency to capsize it, which must be guarded against by loading the boat with ballast, at the cost of diminishing its buoyancy. Its interior is admirably adapted to hold the water that may enter it either by a leak or over the gunwale, and it is thus always exposed to the danger of swamping. In each of these respects the life-boat is unfit for its purpose, and the stubbornness with which men cling to the faulty model is a curious instance of the power of habit and example over common-sense. Every day the capsizing of pleasure-boats demonstrates the danger which results from their model, and no longer than a week ago, the failure of six life-boats of the *Atlantic* to be of the slightest service emphasized the folly of supplying vessels with boats which can be launched and used with any assurance of safety only in calm weather, or in other words, when there is no occasion for using them.

In the *Nonpareil* life-raft, or in some modification of that pattern, we have a boat which is absolutely safe and perfectly to be relied upon in all circumstances. Its general form is that of a light deck placed upon horizontal water-tight cylinders. Such a raft can be launched merely by throwing it overboard. It cannot be capsized by any gale. It cannot be swamped by the heaviest sea, and it cannot sink even when every foot of its deck is loaded with passengers. The original *Nonpareil* life-raft made a voyage from New-York to London, and though the trip was certainly not a comfortable one, the crew were nevertheless safe against any danger except that of starvation. Had the *Atlantic* been provided with these rafts instead of her useless life-boats, every passenger that gained the steamer's deck might have been saved. So obvious is their immense superiority for life-saving purposes over any other sort of boat, that in time every sea-going vessel will be compelled by law to carry life-rafts, where they are now required to carry boats of the old-fashioned model.

There is, moreover, no reason why the life-raft should not entirely supersede the small sail-boat for pleasure purposes. If it is constructed with two cylinders, or rather of a cylinder cut in two longitudinally, and with the flat surfaces facing one another, it will be fast both on and off the wind, and will go to windward as easily as a centre-board or keel boat. In addition to the impossibility of either capsizing or swamping, it will draw even less water than any centre-board boat of equal capacity. As the cylinders would be out of sight beneath the water, the raft would be gradually shaped, and the fact of its being a raft, and not a sail-boat of the conventional model, would not be sufficiently obvious to shock the prejudices of conservative boatmen.

This plan for a double-cylinder dual boat has been thoroughly tested by Mr. P. G. HAMERTON, the well-known art critic. The only objection which can be urged against it is that it is a departure from the model which has been followed since the first hollow tree was paddled by a courageous savage. A conservatism which prefers to drown in a round-bottom boat rather than to be saved on a raft, is hardly worthy of unlimited admiration.

### A Clerical Forger.

One of the most moving and deplorable episodes of the day has just been brought to a climax in England at the York Assizes. Rev. HENRY MOYLE, a clergyman of the Established Church, and for years Vicar of Eston, was sentenced, on the 25th of March, to seven-years' penal servitude. Mr. MOYLE'S offense consisted in a series of elaborate and ingenious forgeries; and although his previous character stood very high, and great efforts were made to get him off, Chief-Justice BOVILL has inflicted the penalty we have named. Thus, not only the unhappy clergyman himself, but a brilliant and highly cultivated family are degraded forever from social position and almost all that made life desirable, and a terrible example has been given of the evils of that first false step which has made shipwreck of so many otherwise noble lives.

Not only was Mr. MOYLE, up to this fatal mistake, held in great respect, but he was regarded as an exceptionally hard-working and conscientious pastor. In 1859 he began his ministerial work in a large district in Middlesboro, and he prosecuted his labors with steadfast zeal in the pulpit, sick-room, and parish. A district was thus formed which was known as the Holy Trinity, and Mr. MOYLE was placed formally in charge of it by the Archbishop of Canterbury. He rose high in general esteem. Courted by the distinguished and influential, he was loved and reverenced by the needy and the obscure. Honors were soon paid him by many of the leading public societies. He was made a Fellow of the Royal Society, a Fellow of the Society of Arts, a member of the Geological and Horticultural Societies, and of other leading bodies. Besides these connections with the metropolis, he was honorably associated with various local institutions. A position can hardly be imagined better combining influence, social standing, and noble, practical work in the world than that of this gentleman; and yet he sacrificed everything, threw away the jewel reputation he had so worthily gained, and blasted the prospects of a whole life, through succumbing to the temptation of obtaining relief from a temporary pecuniary embarrassment.

It appears that Mr. MOYLE, who was very free with money, and did a great deal of good with it, was not quite rich enough to maintain, with comfort, the style of living and disbursement he thought necessary. In an unfortunate moment, to make up, as he hoped, this deficit, he entered into one of the bubble speculations now so numerous in London. Like thousands of others—and plenty among ourselves who do the same thing in Wall-street—he soon became involved, and could not resist falling into the too customary practice of flinging good money after bad. An emergency arose, in which, to save himself from ruinous loss, a certain sum of money was requisite, and this, by fair means, he saw no way to command. To escape from this dilemma, he consequently forged and uttered certain scrip certificates, a deed purporting to be a transfer of shares, usable as collateral, and further, the name of EDWARD STICKLEY WHITE, the latter with intent to defraud the township of Normanby, in the North Riding. Detection was almost immediate—for, of course, the ventures which were to turn out profitably in London, and enable MOYLE to cover and redeem his forgeries, resulted in disaster—and the end we have described.

The unfortunate man pleaded guilty from the first, and made no effort to conceal the full extent of his misdeeds. His counsel, indeed, tried hard to mitigate the sentence by urging that his client's mind must have been unhinged at the time of the forgeries. The fact that these were so sure of speedy discovery was dexterously urged as proof that no entirely sane man would have committed them. In an evil hour, it was contended, with his mind heavily burdened with parochial matters, and with the hope of doing good for others rather than for himself, Mr. MOYLE had fallen unwittingly into this dreadful position; and his keen sense of moral responsibility in all the other acts of his life was earnestly pressed as evidence of mental aberration at the time of the forgeries. Many clergymen of high character testified in the strongest terms to Mr. MOYLE'S previous spotless name and admirable qualities, but the Chief-Justice was inexorable, and the prisoner, therefore, unless pardoned by the Crown, goes out to Australasia. No criminal case in England, for a long time, has attracted so much comment and feeling among the educated classes of society, and it is probable that some modification by the Queen of the sentence passed will be urged.

### France and Her President.

The satisfaction and surprise called forth by the successful administration of M. THIERS are to be accounted for not alone by the real magnitude of the difficulties with which he has had to contend, but by the exaggerated estimate of those difficulties that has been generally entertained. France was believed to be incapable, in a financial sense, of doing what France has actually done, or nearly done; and M. THIERS gets credit for this unexpected fortune, in some measure as NAPOLEON III. got discredit for disasters in war that were as little anticipated, and for which he was, perhaps, little more responsible. It is now clear that M. THIERS will be able to pay off the German indemnity, in full, by the last instalment by the 5th of next September. There was talk of trying to get the Germans to accept approved bills for the last milliard then to be paid, but the need for this is done away with by the arrangement M. THIERS has been clever enough to effect to pay off the whole in hard money. Now, this final payment, while not really exigible until March 1, 1875, is to be made on Sept. 5, 1873. Thus M. THIERS anticipates by a year and seven months the Treaty of March, shows the financial and recuperative power of his country in an impressive, as well as undeniably solid, manner, and, barring the ceded provinces, secures the restoration of all the French territory and fortresses, even including Verdun, within less than five months of the present time. The Departments of the Vosges, Ardennes, Meuse, and Meurthe-and-Moselle are to be evacuated by July 1, and the great fortress of Belfort will be given up at the same date. France is certainly to be congratulated on this early emancipation, and her President is entitled to praise for signal prudence and dexterity in the use of unlooked-for resources to effect it.

The age of M. THIERS is often spoken of as enhancing the merit of his administrative achievements, and, on the other hand, it has certainly been thought by some an obstacle to probable success. But in an age that has seen a DYNDHURST, a TALLEYRAND, and a PALMERSTON, mental force in advanced years is no such wonderful thing, and it is likely, in the case of M. THIERS, that venerable age has soothed jealousies and averted opposition which might have been embarrassing. The incentives to patriotism, as opposed to personal interest, increase as the time shortens to round off a reputation, and the chances that a tenure of office is likely to be brief keeps people patient and expectant who would like to end it at once. Besides this, M. THIERS has no chance, if he had any wish, to found a dynasty, and the whole character and life of the man tend to prove that his strongest desire is to vacate his chair in favor of the wisest of his possible successors. However this may be, and however, in part, he may be indebted to fortune, M. THIERS has earned a title to the respect and gratitude of his country which even that volatile and change-loving nation is tolerably sure to recognize. Of the immediate feeling of the French people there can be little doubt. It cannot now be reasonably assumed that the existing Legislative Assembly fairly represents the feeling of the constituencies. If nothing happens to give a fresh complexion to things, the next election, which cannot be far away, will greatly weaken the Royalists and proportionally strengthen President THIERS and the Republic. The Bonapartists are more likely to hold their own, indifferent as their chances may seem, than the partisans of either HENRY V. or of the Orleans Princes. It may be humiliating for lovers of glory to perceive or confess it, but the financial question is, in national affairs, sometimes the potential one, and in this particular instance, adroit handling of that question has given immense power to an administration which began by being conspicuously weak. With the indemnity all paid, her strong places flying the tricolor, and the last spiked helmet on the other side of the Rhine, France may soon once more hold up her head and resume her place among the great nations of the earth.

## MINOR TOPICS.

On Thursday the members of the Legislature witnessed a successful trial of a method of heating railway-cars by steam from the locomotive. This plan THE TIMES has frequently advocated, as a cheap, comfortable, and absolutely safe substitute for the uncomfortable and frightfully dangerous stove. Now that the legislators have learned that in order to warm railway passengers it is not necessary to expose them to the discomfort of coal-gas and the danger of death by fire, let them go back to their seats and pass a law forbidding, under heavy penalties, the use of any plan of heating cars that involves the presence of a stove. What the particular features of the system tried on Thursday are, the public has not yet been informed. It is, however, a perfectly simple thing to conduct waste steam through every car of the longest railway train. The brakeman will, of course, object to the extra five minutes' labor required to connect the steam-pipes. It is not worth while, however, to subject the traveling public to the risk of the most horrible of deaths, merely to gratify the prejudices of brakemen.

Connecticut is celebrated for the ease with which its citizens can obtain divorces. From which it would seem to have become the opinion of the Connecticut person, that the husband who regards his wife as a near relative must necessarily be insane. For an example of the workings of this theory, listen to the sad story of Mrs. THOMAS STILES. The deceased, THOMAS STILES left his large fortune to his wife—a disposition of it, which, outside of Connecticut, would be regarded as eminently reasonable. Not so, however, thought the married sister of THOMAS STILES, who contested his will, and, by proving that he was in the habit of drinking ardent spirits, convinced the local Surrogate that the said THOMAS must have been insane when he made a will in favor of his wife. So the property goes to the successful married sister, which is another proof that in Connecticut a man's wife is not regarded as being his next of kin, provided he has a sister living.

The letters of our special correspondent in San Domingo, which are printed on the third page of to-day's TIMES, will be found very interesting, as they afford a graphic description of the La Vega Valley, its forests, rivers, and sources of mineral and natural wealth. A perusal of these letters will give the reader a better idea of the interior of San Domingo than has been hitherto obtainable.

Actors, from time immemorial, seem to have had a taste for fighting, inspired, perhaps, by the mimic wars of the stage. BEN JONSON, besides trailing a pike in the Low Countries, was a fierce duellist. KIT MARLOWE was stabbed in a drunken brawl, and if we are to accept as historical Mr. ROBERTSON'S picture of GARRICK, that modern Roscius' genius was equaled by his pugnacity. It is not often, however, that actors give such an exhibition of their skill in the manly art as that afforded by two rival companies of strolling players at Ottawa, in Prairie. These herpes indulged themselves in a roaring pitched battle, which turned out a more successful tragedy than, in all probability, any they had essayed to represent before the foot-lights. Nine of those were killed outright, and several others badly injured—a most theatrical finale, truly.

That burning love which the poets and romancers call elder, but which is so rarely encountered in real life, seems to have been actually felt for their late husband by the numerous widows of the Rajah of Sookpur. These ladies, to the number of about a dozen, elect meet to honor their dead lord's memory and testify their own devotion by the sacrament of suttee. The new Rajah, however, being a man of practical views, without the least reverence for tradition, forbade the sacrifice, and the twelve widows are quite inconsolable. It is lucky for the Rajah, perhaps, that women's rights are not only imperfectly understood in Hindostan.

## WASHINGTON.

### The Cabinet—Appointment of a Collector at Mobile—Economy in Military Expenditures.

*Special Dispatch to the New-York Times.*

WASHINGTON, April 11.—The Cabinet meeting to-day was attended by Secretaries Fish, Richardson, and Delano, Attorney-General Williams, and Acting Postmaster-General Marshall. No important business was transacted, though one or two important questions, which may attract some attention hereafter, were discussed.

COLLECTOR OF MOBILE.

R. M. Reynolds, of Montgomery, Ala., ex-Auditor-General of that State, and one of the most influential citizens as well as best officers that State has ever had, was, to-day, appointed Collector of Customs at Mobile in place of Miller, suspended because of irregularities in his accounts, occasioned by the misappropriation of funds by his son, who was his deputy.

MILITARY DIVISION OF THE SOUTH.

Gen. Sherman and Gen. Irwin McDowell had an interview with the President this morning. Gen. McDowell, who commands the Military Division of the South, has been for several months past on an inspecting tour in his division, with a view to making such changes of posts and concentration of troops as will secure greater economy in expenditure. He will leave for his head-quarters at Louisville, Ky., in a few days.

LANDMARKS TO BE OBLITERATED.

The buildings on Square No. 638, which is one of those to be taken into the Capitol grounds were yesterday disposed of by auction, under the direction of the Secretary of the Interior. They brought only their value as old building materials, which aggregated about $6,000. Among the buildings were two of much local note with the old habitude of the citizens, viz. Whitney's Hotel and Mr. Carter's boarding-house. Both have associations going back two score years or more. The buildings on Square No. 637, opposite, which is also to be taken into the Capitol grounds, will be sold May 1.

A LARGE ADVERTISEMENT SCORED.

The nice little plan of the New-York *Herald* to send a correspondent to Cuba for the purpose of getting himself into trouble, and then, if possible, embroiling this Government, and that of Spain upon the questions of his release, has met with a catastrophe. Just as the precocious acts of the United States is violently called for, the authorities crustly make the discovery that the person for whom it is invoked is not an American citizen and therefore not entitled to its protection. All newspapers who are sending out commissioners of this character should take warning and be sure to have them naturalized in advance.

*Dispatch to the Associated Press.*

A LAND QUESTION.

The Commissioner of the General Land Office to-day decided an interesting and important question coming up from the Carson City Land Office, Nevada. The Bardanelles Mining Company having applied for a patent for certain mining property alleged to be a continuation of the Comstock Lode. The Bardanelles Company moved that the local land office dismiss this adverse claim. Commissioner Drummond now decides the motion cannot be granted, holding there is no law or instructions of the Department authorizing such motions to be made or granted, and that the only mode of bringing a matter of this kind before the General Land Office is to take an appeal from the decision of the register and receiver when made.

IMMIGRANTS AT NEW-ORLEANS.

The official returns received at the Bureau of Statistics show that during the quarter ending March 31, 1873, there arrived at the port of New-Orleans 1,331 immigrants, of various occupations, the greater number being laborers. Of the total number arrived, 420 had from Germany: England and Wales, 419; Ireland, 97; France, 243; Spain, 69; Italy, 124; Asiatic, 76, and all other countries, 83.

POSTMASTERS REAPPOINTED.

The President reappointed to-day the following postmasters, whose commissions are about to expire: John R. Miller, Peterboro, N. H.; Charles H. Cronkwhite, Sandy Hill, N. Y.; Robert C. Kinkead, Greenfield, Ohio; John M. Barrere, Pillsboro, Ohio; J. C. Starkweather, Oconomowoc, Wis.; and Charles Evans, Kenosha, Wis. The President also to-day appointed John Mahon to be postmaster at Muscatine, Iowa, vice Richard W. Breer, whose commission expires April 18.

A Complaint of Our Electors.

*To the Editor of the New-York Times:*

There appears to be little of the vaunted freedom of the "Stars and Stripes" in existence in America, if we are to judge by the acts of the employes of the several theatres in New-York. For instance, Mr. Henry Sing, a native of Bengal, and a British subject, arrived from Manila in the ship Game Cock, and on Thursday evening applied for admission to both Niblo's and the Olympic Theatres, and was refused admission on account of his dark color, although he is far lighter in color than the celebrated Japanese "Tommy" so much caressed and admired by our ladies here. Mr. Sing is no more like a Negro in countenance or general characteristics than any white man of my acquaintance, and to convince these ticket-dispensating "ticket-sellers," took off his hat and informed them of his nationality.

Mr. Editor, I am prepared to wager that Mr. Sing, had he presented himself at the ticket-office of the Royal Opera-house, Vienna, properly attired, (and he was so on the occasion,) would have been admitted to a seat without cavil.

Is this not pushing things to a very fine point? Are not the boasted freedom and equality existing in this City more in theory than practice?

H. J. C.

ON BOARD SHIP GAME COCK, NEW-YORK, Friday, April 11, 1873.

### West Twelfth-Street.

*To the Editor of the New-York Times:*

Will you be good enough to call the attention of the Street-cleaning Department to the condition of West Twelfth-street. I live in that street, between Fifth and Sixth avenues. Several days ago the dirt was hoed up in heaps, and there it lies yet. What is the use of this? Vehicles of every description are passing over the heaps and scattering the dirt all about. Why not cart it off immediately? Has a mere farce to gather it in heaps and leave it there.

CIVIS.

### A Dishonest Domestic Arrested.

Bridget Donnell, alias McCabe, was arrested yesterday by Officer Terwilliger, Twenty-first Precinct, charged with having stolen $600 worth of wearing apparel from the residence of Mr. Charles H. Wilkins, No. 119 East Twenty-eighth-street, where she had been employed as a domestic. In her possession was found the stolen property. After being taken to the Police Central Office and her photograph taken for the Rogues' Gallery, she was arraigned before Justice Coulter, and committed for examination.

# GOULD TESTIFIES.

## Another Session of the Erie Investigating Committee—Curious Testimony of Jay Gould.

The Erie Investigating Committee of the Legislature met again last evening at the Fifth-avenue Hotel, having suddenly come down from Albany upon a telegram from this City, for the purpose of examining Jay Gould, who, it was supposed, had been endeavoring to keep out of the way. As announced in yesterday's TIMES, orders of arrest for Mr. Gould had been placed in the hands of the Sergeant-at-Arms of the Assembly to compel his attendance before the committee. The Sergeant-at-Arms, Hon. E. M. Goring, had three or four assistants in this city looking for Gould, and also for Tweed and John B. Dutcher. He was successful in finding Gould, yesterday, and accordingly telegraphed to the committee, who came down from the capital last evening. Neither Dutcher nor Tweed have been found. It is known that Tweed was in Rochester on Tuesday night, and in Elmira on Wednesday, and he is evidently keeping as close to the Canadian border as possible, to be just out of reach of the power of the Legislature. He had men in this City and in Albany reporting the movements of the Sergeant-at-Arms, and there is very little chance of arresting him. Ex-Senator Dutcher is in St. Louis or Toledo, having left this City on Monday, when he found out that he would be wanted.

The committee assembled at 9 o'clock last evening, Mr. Wight in the chair, and Messrs. Oravy and Carpenter, of the committee, also present, Mr. Albert Stickney appearing as the counsel for the committee, and Mr. A. J. Vanderpoel as the adviser of Mr. Gould. Mr. Gould gave his testimony in a very low tone of voice, with a languid air, toying with a piece of paper meanwhile, a quiet smile occasionally lighting up his face at some of the questions of Mr. Stickney, who conducted the examination. There was a general smile when he innocently asked what the word "lobbying" meant, as he "didn't exactly understand." In answer to the questions put him, the witness testified as follows:

TESTIMONY OF JAY GOULD.

I was president of the Erie Railroad Company in 1868 and 1869. I was accustomed to directing the payments of money by the treasurer on vouchers. I cannot say that they always contained correct statements. That belonged to the Controller's Department. If the proper officer brought vouchers to me I approved them. I cannot attend to details. I appoint the best men I can get, and hold them responsible. I have directed the payment of money for legal services; but don't remember paying money to Tweed for legal services before or while he was Senator. The vouchers will speak for themselves. I don't know whether he appeared for the company in any suit. I don't know whether he's a lawyer, but he ought to be a good lawer by this time (smiling.) We had a regular counsel, I think, appointed by the Board of Directors. Tweed was a director, and a member of the Executive Committee, and was often consulted. We had a regular legal department, and I never go into detail. I have nothing to show whether or not Tweed ever acted as counsel. I may have consulted him as to legislative measures, as a director. If there was any bill before the Legislature injurious to the company it was natural that I should consult my co-directors. I can't say whether Tweed received any pay as director, or whether the books will show. I have no paper that will show payments to Tweed. I should have passed them over to the Controller's office. I employed Mr. A. D. Barbour as a sort of general agent to carry out any directions I might give him. His duties were generally to see that no hostile legislation took place. He has a large acquaintance with the members of the Legislature, and possesses a knowledge of railroad laws. He was better known throughout the State than any other man. He was trusty and faithful to any interest he was employed to protect. He was employed to use his influence. Sometimes an unfriendly man was likely to come up for office, and he was sent off to see if a man favorable to our interests could not be secured. Did not see him often during the Legislature. Considered him at my call whenever I wanted him. Have no recollection as to when his payments were made; I suppose the vouchers will speak for themselves. Don't know whether he was engaged in lobbying; don't know as I understand what lobbying means. [Laughter.] I think the Legislature ought to define what that is. I have no doubt that he was endeavoring to influence the Legislature by his presence. That was the reason why I employed him. Do not remember that Barbour was paid any money for influencing legislation. Remember Mr. Fisk incidentally saying that Tweed was borrowing money from him. Don't know of any loans to Barbour. Have a faint recollection of something in regard to some real estate transaction. I also employed Mr. Van Vechten for legal services. I suppose that he and Barbour are there often. I don't know of my own knowledge. I have not been in Albany for two years. One of Van Vechten's duties was to examine bills carefully to see that nothing slipped in objectionable to us. I have often consulted him as to the wording of bills. Don't recollect whether he ever was employed to oppose certain legislation. The words in the paper shown me are in my handwriting.

April 22, 1871. Received of the E. R. R. Co. the sum of $2,000 in full. Approved: JAY GOULD.

Have a little doubt as to whether the initials "J. G.," marked on it, are mine. I have a partner named John George, (smiling,) and they might possibly mean him. Mr. Nolan always signed my name, nearly, and he wrote my signature so nearly like mine that I can never tell the difference. Have no knowledge as to what the "legal disbursements" mean in the vouchers shown me. I might have directed legal disbursements by Mr. Tweed. I never asked him what such disbursements are for. I have no recollection on the subject. I can't remember whether I employed Wm. M. Tweed, Jr., or somebody else. Don't remember $25,000, on November 20, 1869, paid by Tweed for legal disbursements. These are Mr. Fisk's signature on the voucher for that sum shown me. Have no recollection what these expenditures were for. The following dispatch was written by me Monday evening:

*To J. F., Jr., Erie Off.:*
Deposit to-day $12,000 in the Broadway Bank to the credit of Wm. M. Tweed. Deposit early, and when done telegraph me, "Yes." JAY GOULD.

Can't recollect what the $12,000 in voucher shown me—"for legal expenses" to Mr. Tweed—was for. [The date of the payment was April 12, 1870.] Don't know what measures were pending in the Legislature affecting the company at that time. It must have been a legitimate expenditure, or I wouldn't have ordered it. I mean legitimate, when I say legitimate. I have no means of ascertaining what that payment was for. [Voucher of August 1, 1871, for legal expenses, $5,500 shown witness.] The words "Pay Gould" are in my handwriting, and the "Wm. M. Tweed" is similar to Tweed's signature. I don't know what the payment was for. [Voucher for $5,000, in Tweed's name, Jan. 18, 1869, shown.] Don't know what that was for. [Note shown from Tweed to Fisk, asking for $7,200, to close outstanding accounts.] I don't know what these outstanding accounts were. I don't remember any legal services that he ever rendered the company. I should say that the books would show.

To Mr. Carpenter—I remember sending some money up to Orange and Sullivan Counties to carry the Republican ticket, and I succeeded. I always think it better to pay your money in that way than to pay it afterward—you get better results. [Laughter.] I don't remember how much. Whatever they said was necessary; several thousands. I believe I made the arrangement through Senator Madden. I don't remember how many other Senatorial districts I have paid money in to elect certain men, but I guess is all. I was beset with applications from all sides. It was the custom. Cannot give any idea of the amounts of money I have paid. We had four States to look after—New-York, New-Jersey, Pennsylvania, and Ohio—and I have paid thousands in all of them. In a Republican district I was a strong Republican; in a Democratic district I was the strongest kind of a Democrat; in doubtful districts I was doubtful. I was an Erie railroad man every time, but I was so mixed politically that I don't know what I am. [Laughter.] Couldn't pretend to say how many men I have assisted.

The committee did not end its sitting until midnight, and the conclusion of the examination of Mr. Gould was adjourned until 1 o'clock to-day.

[For proceedings before the committee at Albany see fifth page.]

### Tweed in Chicago.

CHICAGO, April 11.—Wm. M. Tweed, who arrived here several days since, is still staying in the city.

## THE LATE EMPIRE.

### Napoleon at Sedan—Publication of the Alleged Memoirs of the Deceased Sovereign.

The *Figaro*, of Paris, publishes some extracts from a document professing to be memoirs written by the late Emperor Napoleon, and which it has received from a friend in London. An extract from these papers refers to the causes which led the Emperor to return into Sedan. On Aug. 21, when it is said the army was preparing to retreat from Rheims upon Paris:

"An eminent personage arrived from Paris to urge upon the Emperor and the Marshal the necessity of immediately proceeding to the relief of Marshal Bazaine. Duc de Magenta objected, upon several grounds. He did not know whether Marshal Bazaine had provisions and ammunition sufficient to enable him to hold out for some days longer; he might be obliged to capitulate before the relieving army could reach him; and admitting, even, that Marshal Bazaine would be able to cut his way through the enemy's lines, what direction would he take to the northward or to the southward? How was it possible in such a state of uncertainty to begin a dangerous movement with troops which were not yet thoroughly organized? And, even supposing that the junction of the two armies should be happily effected, would the result be more advantageous than the fact of having under the walls of Paris an army manœuvring to prevent the investment of a capital containing 300,000 fighting men? It was therefore decided that the army should continue its march toward Soissons or Paris, but the next day, the 22d, there came a dispatch from Marshal Bazaine which seemed to express complete confidence. It stated that he hoped to take the offensive, and to be able to cut his way toward Montmédy. This intelligence caused a change of plans. Duc de Magenta informed the Emperor that, now the position of Marshal Bazaine was known, an attempt to join him might be made, since the opinion of Paris, and as well as that of the army, was favorable to it. The Emperor, although with regret, assented to the plan, being determined thenceforward to resign himself to the course of events. He confined his interference to a recommendation to the Marshal not to get too far away from the railway upon which he must depend for supplies. Thus, therefore, although the Duc de Magenta was, to a great extent, governed by the commands forwarded to him from Paris, it was the intelligence received from Metz on the 22d of August which induced him to change his plans, and to avail himself of the chance that presented itself."

The Emperor also explains that after the defeat of Gen. Failly at Mouson-Beaumont, "the Marshal sent a message to the Emperor at Carignan to retire as soon as possible to Sedan, upon which place the army was falling back. The Emperor could not believe that the scene had been so completely changed in a few hours, and wished, at all events, to remain with the First Corps, but at the entreaties of Gen. Ducrot, he consented to proceed by railroad to Sedan, where he arrived at 11 o'clock at night. It was then suggested that he should continue his journey to Mézières, the railway being still free. He might, at that place, have been able to rally Gen. Vinoy's corps, and establish a fresh centre of resistance at one of the fortresses of the north; but he thought he might be accused of seeking his own safety, and he preferred to share the fate of the army, whatever it might be. The equipages and the escort having been left at Carignan, the Emperor entered Sedan on foot, and followed by his aides-de-camp—that town of Sedan which was to be the scene of such terrible events!"

The episode of the flag of truce, which has been variously described, is thus stated:

"The position of affairs had assumed a more serious aspect; the heroic but fruitless efforts of the cavalry could not impede the enemy's march; the brave Gen. Margueritte, mortally wounded, was, at his own request, brought into the presence of the Emperor. At that moment, upon both banks of the Meuse, the neighboring heights afforded positions for some hundreds of guns, which, by a converging fire, poured their deadly missiles into the town. Houses were set on fire, roofs were mashed in, many persons were killed in the streets, in the barracks, which had been converted into hospitals, and in the courtyards, where soldiers of all corps had taken refuge. Under these circumstances, the commanders of the three *corps d'armée*, Gens. Lebrun, Douay, and Ducrot, went in succession to the Emperor to urge upon him the impossibility of any further resistance; that the soldiers, after having fought for twelve hours without food or rest, were dispirited; that all those who had been unable to re-enter the town were huddled together in the ditches and against the walls of the place, and that some determination must be arrived at. From the time of leaving Chalons until then the Emperor had made it a duty not to interfere in any way with the arrangements and the decisions of the General-in-Chief to whom he had intrusted the command, but at that critical moment, when, by an unprecedented fatality, 80,000 men seemed condemned to die without the possibility of fighting, he remembered that he was the Sovereign, that he had the charge of those men and that he ought not to allow the massacre of those who might hereafter be able again to serve their country. Napoleon III. sent one of his aides-de-camp to the summit of the citadel to ascertain really what was the condition of affairs. That officer had great difficulty in reaching the citadel, which, like the streets, was crowded with soldiers who had fled thither for shelter. The report of the aide-de-camp confirmed the statements of the Generals, and in consequence the Emperor sent Gen. Lebrun to Gen. de Wimpffen with instructions to request a suspension of hostilities, which if granted would allow time to collect the wounded and to determine upon the future course to be adopted. Gen. Lebrun not returning, and the number of victims still increasing, the Emperor took it upon himself to cause a flag of truce to be displayed. In adopting this determination Napoleon III. fully understood the weight of the responsibility that he incurred, and foresaw the accusation which would be leveled against him. The situation presented itself to his eyes in all its gravity, and the recollection of a glorious past came by its contrast with the present to enhance the bitterness of his grief. How would it be believed that the army of Sebastopol and of Solferino could be compelled to lay down its arms? How could it be understood that, confined within a narrow space, the more numerous the troops the greater was the confusion, and the less possibility was there of restoring that order and regularity which are indispensable for fighting troops? The prestige which the French army had so deservedly enjoyed was about to be destroyed suddenly, and, in the presence of an unexampled calamity, the Emperor, although a stranger to the resolutions that were adopted, remained solely responsible in the eyes of the world for the misfortunes which the war was about to inflict."

### Princeton College.

The students at this venerable institution are preparing for the annual commencement exercises at the close of the term in June next. The trustees are also making arrangements for the opening in the coming Autumn of the Scientific Department in the new building now erecting, and have elected Prof. C. F. Brackett, of Bowdoin College, to the Henry Professorship of Physics, and Prof. H. B. Cornwall, of the School of Mines, Columbia College, in this City, to the Professorship of Analytical Chemistry and Mineralogy. Other professors are to be elected hereafter. The library has received a large increase by the purchase of the Philological Library, by Prof. Trendelenberg, of Berlin, containing 10,000 volumes, which will be placed in the new library building, now approaching completion.

The students have shown a desire to organize a boat club, so as to take part with the other colleges of the country in the college regattas. The only available water is the Raritan Canal, unless they go to the Delaware River at Trenton, some ten miles beyond. The class of 1875 has organized a boat club, with a Commodore, Mr. Scribner, of New-York, and directors, who will have charge of the boating interests of the class. Other classes are expected to organize similar associations, and it is anticipated that in a short time the name of Princeton will be associated with that of Harvard, Cambridge, and Rutgers in the annual contests.

### Nepotism in England.

A correspondent of the London *Echo* writes to that journal: Apropos of remarks in this evening's issue, I send you a list of the Romillys now or lately receiving public pay for very little work. I once heard an eminent divine, who had put his four sons into good livings in the church, quote the following verse from Holy Writ: "As for me and my house we will serve the Lord." Lord Romilly seems to have been possessed by the same idea with regard to the secular profession of the law. The following is the list:

| | Official Salary. |
|---|---|
| Romilly, Lord, late Master of the Rolls | £6,000 |
| Romilly, Edward, Esq., Audit Office | 2,500 |
| Romilly, Chas., Esq., Crown Office | 1,200 |
| Romilly, Col. F., Customs Commissioner | 1,200 |
| Romilly, Hon. Edward, Secretary to Lord Justice | 500 |
| Romilly, Hon. John, Clerk of Records | 1,200 |
| Romilly, Hon. William, Clerk in Enrollment Office | 1,200 |

# FOREIGN NEWS.

## Repulse of the Carlists at Puycerda—They Leave 300 Dead and Wounded on the Field.

PARIS, April 11.—A dispatch from Perpignan this morning says the Carlists have been repulsed before Puycerda after fighting a whole day and night.

PERPIGNAN, April 11.—A dispatch from Puycerda, dated noon to-day says:

After the failure of their final attack last night, the entire Carlist force withdrew before daylight, leaving 300 dead and wounded on the field.

We lost eight killed, and have many wounded. Five houses were fired by the enemy's shells and destroyed.

Precautions have been taken against a renewal of the siege.

MADRID, April 11.—Owing to the interruption of the trains by the insurgents on the upper section of the Northern Railway, the Government has granted a temporary concession to the company, authorizing it to establish a line of steamers from Santander to Bayonne for the transportation of passengers to and from France.

### Paying the German Indemnity—The Paris Elections.

PARIS, April 11.—Fifty million francs were paid by France to Germany on the 5th inst., on account of the war indemnity.

Gen. Cremer made a speech last night, in which he attacked the candidacy of M. de Remusat for the vacancy in the National Assembly from Paris, and declared his intention to support M. Barodet.

Several Republican meetings are announced for to-day.

### Forty Persons Buried Under a Building Destroyed by Lightning at Rome.

ROME, April 11.—A manufactory in this city was destroyed by lightning, yesterday, and forty persons were buried in the ruins, five of whom were killed and seventeen wounded.

The Pope is suffering from rheumatic fever and ulceration of a leg. His illness is extremely serious.

His Majesty King Victor Emmanuel will visit Vienna during the Exhibition, if the condition of Italy will permit his departure from the country.

### Holy Week in Havana—Sugar-Cane Burned.

HAVANA, April 10, via KEY WEST, April 11.—This being Holy Week, business is suspended in Havana.

The sugar-cane on fifteen plantations in the Union jurisdiction has been destroyed by fire.

### Another Revolutionary Farce in Panama—Correoso Again President.

ASPINWALL, April 5, via HAVANA, April 10.—There has been a revolution in Panama in favor of ex-President Correoso. President Neira is a prisoner. It is said he secretly sustains the revolutionists, who are in possession of everything. No lives were lost. Correoso was expected to arrive at Panama on the 14th inst.

### A British Ship Abandoned—Rescue of the Crew—Investigation.

ST. THOMAS, April 2, via HAVANA, April 10.—The British ship Varuna, from New-York Jan. 23, for Liverpool, was abandoned at sea after being out fifty-two days. The crew and one of the mates have arrived here. The British man-of-war Challenge found the Varuna, towed her into the harbor, and delivered her to the authorities. The Varuna was heavily insured. The underwriters will make an investigation.

## UNIVERSITY BOAT RACE.

### Details of the Contest—Incidents of Cambridge's Victory.

*From the London Times, March 31.*

In striking contrast to last year, when the boat race was rowed in the teeth of a blinding snow-storm, accompanied by a bitter wind from the north-east, Saturday proved to be the most glorious day of the present year. A more favorable one could not possibly have been made to order either for rowing or for holiday-making—and, as the crew who were the favorites of ten million won easily, everybody ought to have gone home happy, excepting, of course, the disappointed supporters of the losers. * * * At 2¼ o'clock a movement among the mass of people collected in front of the London Rowing Club Boat-house indicated the embarkation of the Oxford crew, and their boat was launched first at 2.16 P. M., the oarsmen proceeding leisurely to get into it. The Cambridge boat was set afloat about five minutes later. None of the Oxford crew wore their blue jackets, and all were bareheaded with the exception of Nos. 3 and 5, who had white handkerchiefs tied over their heads. They paddled leisurely down to the Aqueduct, and, turning their boat, took up their position at the Middlesex station, having won the toss for choice of sides. The Cambridge crew put off at 2.24, all in their light-blue jackets and wearing straw hats, and made their way slowly, with one pause off the Star and Garter, to the Surrey or outer mark-boat. By this time the umpire's boat, Citizen P, had backed out from the Putney Pier, alongside which she had been lying, and had taken up her position ahead of the other three privileged steamers and of the crews also, but on their starboard bows. On board her were the umpire, Mr. J. W. Chitty, of Exeter College, Oxford; his Royal Highness the Prince of Wales, his Royal Highness the Duke of Edinburgh, and Princes Albert Victor and Edward—the latter two in Highland costume—together with their suite, and a limited number of past and present rowing men. In a skiff between the two crews, but yet well astern of them, stood Mr. Edward Searle, of Lambeth, who officiated as starter, prepared to give the signal. A very few moments were spent by the sixteen oarsmen in doffing comforters and jackets, or jerseys, and hats, and with one accord they all reached out over their stretchers prepared to go, the crews being as follows:

| CAMBRIDGE. | St. | lbs. |
|---|---|---|
| 1. James B. Close, First Trinity | 11 | 3 |
| 2. E. Hoskyns, Jesus | 11 | 2 |
| 3. J. E. Peabody, First Trinity | 11 | 7 |
| 4. W. Lecky Browne, Jesus | 12 | 1½ |
| 5. T. S. Turnbull, Trinity Hall | 12 | 12½ |
| 6. C. S. Read, First Trinity | 12 | 13 |
| 7. C. W. Benson, Third Trinity | 11 | 5½ |
| H. E. Rhodes, Jesus (stroke) | 11 | 1½ |
| C. H. Candy, Caius (coxswain) | 7 | 5 |
| OXFORD. | | |
| 1. C. C. Knollys, Magdalen | 10 | 11 |
| 2. J. B. Little, Christ Church | 10 | 11 |
| 3. M. G. Farrer, Brasenose | 11 | 13½ |
| 4. A. W. Nicholson, Magdalen | 12 | 5 |
| 5. R. S. Mitchison, Pembroke | 12 | 2 |
| 6. W. E. Sherwood, Christ Church | 11 | 1 |
| 7. J. A. Ornsby, Lincoln | 11 | 3 |
| F. T. Dowding, St. John's (stroke) | 11 | 0 |
| G. E. Frewer, St. John's (coxswain) | 7 | 10 |

After asking the preparatory question, "Are you ready?" the starter gave the signal at 2:32, and the race commenced. The blades of the Oxford oars were the first to dip into the water, succeeded almost instantaneously by those of Cambridge, but the latter unquestionably got a lift on their boat first, and, as she lay a trifle ahead at the post, her bow showed in front from the very beginning of the contest. Nevertheless, the Oxford boat went almost as fast, for opposite the Star and Garter her stem was but the veriest trifle in the rear. Mr. Rhodes, in accordance with orders given him beforehand, started off at thirty-eight strokes for the first minute, to be succeeded by thirty-seven for the second, and thirty-six for the third, and to these instructions be adhered. The Oxford stroke, on the other hand, commenced at 39, and even at this rate the crew were barely holding their own. Indeed, off Simmons' yard Cambridge led, by between three and four feet, which lead they had increased by the time they breasted the London Club-house, off which the nose of the Oxford boat was exactly opposite Mr. Close, the bow-oarsman of the Cambridge crew. The latter here seemed to be drawing away fast at 37 strokes to the minute, as against 39 on the part of Oxford, and at the old half-mile post, below the point, were leading by half a length, as nearly as could be made out from astern. In rounding the bend at Craven Cottage, the Cambridge coxswain sheered his boat out unnecessarily wide, almost into midstream, by which he lost ground, while the Oxford steersman fetched in and cut the corner off more cleverly, by this means making up some of his leeway. In Crab Tree Reach, where Cambridge were rowing 36 strokes a minute and Oxford 40, the former had drawn away again, and led by half a length off the Crab Tree itself, more or less. At the Soap-works, situated on the point in the Surrey shore below Hammersmith—about a mile and half from the Aqueduct—the Oxford crew spurted, their rate of stroke being increased to 42 a minute, but still Cambridge maintained the same rate as before, their coxswain meanwhile being careful to keep wide of the corner—the Charybdis of many a steersman. By this means he drove his opponent out into midstream as the crews reached the distillery, when he straightened his boat, and shortly afterward, as the spurt of the Oxford crew died away, Cambridge shot the centre arch of Hammersmith Bridge, leading by three-quarters of a length; time, 7 minutes 11 seconds. In rounding the bend in the river opposite the Doves at Hammersmith, Cambridge, on the inner or Surrey side, drew clear for the first time during the race. Their opponents, however, were not yet to be shaken off; for, after passing the oil-mills and approaching Chiswick, Mr. Dowding, for the second time during the race, put on a splendid spurt, his rate of stroke going up to 42 and 43, and so well was the effort backed up by the crew that they once more overlapped the stern of the Cambridge boat off the upper end of Chiswick Eyot. As the spurt died out, the Cambridge crew—who made no attempt to meet it—rapidly drew away, with their long, telling rowing, and rounded the bend in the bank opposite Chiswick Church well clear. No further alteration of moment occurred, except that off the Bull's Head at Barnes the Oxford crew made their third effort, but it was as ineffectual as before, for the Cambridge crew passed under Barnes Bridge with a lead of quite two lengths—there being a long length of daylight intervening between the stern of one and the nose of the other boat—time, 15 minutes 54 seconds. From Barnes Bridge to the finish the Cambridge crew added to their lead, and, notwithstanding a fourth and final spurt on the part of Oxford when near the winning flag, which for the first time during the race was answered by Cambridge, who wound up with a burst of thirty-nine strokes to the minute, Cambridge won by three lengths and a quarter—an interval of two and one-fourth lengths separating the boats, never having been headed from first to last.

The time of the race, taken by a chronograph by M. F. Dent & Co., of Cockspur-street, was nineteen minutes and thirty-five seconds, the fastest on record. This unequaled performance is accounted for partly by the fact that a tremendous flood tide—which the crews caught at its best—was running with a fair easterly breeze on its back over the upper portion of the course, and partly by the adoption of the now-fashionable sliding-seats. Both crews rowed in boats built by J. H. Clasper, of Oxford, formerly of Newcastle-on-Tyne, and used oars made by Ayling, of Lambeth.

### The New-Jersey Lunatics.

Owing to the crowded condition of the New-Jersey State Lunatic Asylum at Trenton, and the long time that must necessarily elapse before the new institution at Morristown will be ready for patients, the various counties have made temporary provision for their insane by erecting asylums or securing their confinement in their local almshouses. The State has just recognized these temporary asylums by appropriating the sum of $1 per week for the support of county patients, which will materially reduce the direct cost of their maintenance. The special committee to visit the Trenton institution have published a report showing that the wards and rooms are all well adapted to secure the comfort, health, and recovery to reason of the inmates. This was amply shown when at one time 800 patients were well cared for in the accommodations intended for 500; and, to relieve this pressure, an imperative rule was adopted to admit no more. The number who now demand treatment is very large, producing not only great embarrassment to friends who apply, but also suffering and possible permanent injury to the insane. To meet this exigency, two methods were considered as the most feasible, the first and most effective being an extension of the building for 200 additional patients of each sex, according to plans prepared for the purpose. The necessary expenditure for the purpose was, however, deemed impracticable, in view of the large appropriations already made and to be made for the North New-Jersey Lunatic Asylum. The second method proposed was to rent and fit for the purpose some structure as a temporary receptacle for patients. The difficulty or impossibility of finding a building at all suited to such a purpose, without large expense to render it safe against escape of inmates, and secure against fire, and for supplying important fixtures, furniture, &c., together with separate organization of officers and employes for directing and managing its affairs, seemed to render this method also alike impracticable and inexpedient.

After conferring with the commissioners employed to erect the new asylum building at Morristown, and learning from them that they would probably or quite certainly have a portion of that building ready to receive patients in July, 1874, the committee recommended that, during the comparatively short interval that is to occur, the several counties make arrangements to provide for so many of the surplus number of patients now in the asylum, belonging to them, as will enable it to receive the new cases that apply and urgently require its care, a suggestion that has been already carried out in some of the counties, and to forward which the State has made the special appropriation of $1 a week for each patient.

### New-Jersey State Constitution.

The late session of the New-Jersey Legislature defeated the bill calling a convention to revise the Constitution of the State, the smaller counties being opposed to it lest their representation in the State Senate might be reduced. A joint resolution, however, was adopted just at the close of the session, authorizing the appointment by the Governor of a commission of fourteen gentlemen, two from each of the seven Congressional districts, who should prepare and suggest amendments to the Constitution, to be submitted to the next Legislature for acceptance or rejection. Owing to the lateness at which the resolution was adopted, Gov. Parker had no opportunity to select them, and it is understood will shortly convene the State Senate in extra session for the purpose of ratifying such nominations.

It is well to get clear of a bad cough or cold the first week, but it is safer to rid yourself of it the first forty-eight hours—the proper remedy for the purpose being Dr. JAYNE'S Expectorant.—*World.*

THE WORKING GIRL'S OATH.—A strange oath, forced from Lily Davis under peculiar circumstances, compelled her to screen a criminal at the peril of her own life. Read Francis S. Smith's story of "Little Sunshine," just commenced in the *New-York Weekly.*

EASTER.—HARRISON & CHURCH will open their new store with a complete assortment of Men's Furnishing Goods, at retail, at importers' prices, Saturday, 12th inst.—HARRISON & CHURCH, No. 415 Broadway, St. Nicholas Hotel.—*Advertisement.*

Persons giving up housekeeping, or going abroad can procure storage for silver-plate, pictures, libraries, and trunks of other valuables, at the STUYVESANT SAFE DEPOSIT COMPANY, corner 3d-av. and 7th-st., opposite Cooper Institute.—*Advertisement.*

**Dandruff.**
BURNETT'S COCOAINE KILLS IT.—*Advertisement.*

### NEW-YORK TIMES FOR EUROPE.

The EUROPEAN EDITION of the NEW-YORK TIMES is published THIS MORNING, and may be had at the counter of the publication office, in wrappers, ready for mailing. Price FIVE CENTS.

It will contain a full digest of Political, General and Local News up to the latest moment; a review of the Money and Produce Markets; all the Telegraphic News contained in the DAILY TIMES of this date; and such selections from the editorials and correspondence of the TIMES as may have interest for Americans residing abroad, and for European subscribers.

The EUROPEAN EDITION of the TIMES will be found on file in the offices of all the leading bankers in Europe.

B. F. STEVENS, No. 7 Henrietta-street, Covent Garden, London, is agent for THE TIMES in Great Britain. He will receive subscriptions and advertisements, and supply copies of the papers to Americans temporarily in London.

**The Gorham Manufacturing Company** remind the public that the Supreme Court of the United States has recently given a decision in their favor which secures full protection from the *imitators* of their designs.

SPECIAL ATTENTION
is requested to the fact that the following trade-marks are stamped upon every article manufactured by them.

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GORHAM MFG. CO., Manufacturers of Sterling Silver Ware and Fine Electro Plate, Providence, R. I., and No. 1 Bond-st., New-York.

Tea Services, Dinner Services, and Wedding Outfits in great variety, from the largest to the smallest, of the highest order, are constantly issuing from the Gorham Works.

**It is not Good Judgment** to live and sleep in a house these days without some means to know when a burglar opens a window or door. HOLMES' BURGLAR-ALARM TELEGRAPH gives you this information. E. HOLMES, No. 7 Murray-st.

**Amidon & Son. Manufacturing Hatters,** No. 220 5th-av. The approved styles in Gentlemen's Hats for Easter.

**Batchelor's Hair Dye is the Best in the** world—the only safe, true and perfect hair dye. No ridiculous tints—no disappointment—harmless, reliable, instantaneous black or brown. At all druggists and No. 16 Bond-st.

**Window-Shades, also Patent Self-acting** fixtures; prices reduced. G. L. KELTY & CO., No. 724 Broadway.

**New-York Stencil Works, No. 87 Nassau-st.,** New-York.

**For Elegant and Stylish Hats go Direct** to the manufacturer, [illegible], Nassau-st.

## MARRIED.

ANDREWS—BARRY.—At Stamford, Conn., on Thursday, April 10, by [illegible], D. D., JOSEPH F. ANDREWS to MARY M., daughter of Mrs. E. Mercein Barry. No cards.

JOSEPH—HART.—On Wednesday, April 9, by the Rev. J. J. Lyons, LAZARUS JOSEPH to FLORENCE G., daughter of the late Benjamin S. Hart, of this City.

COOLIDGE—WRIGHT.—On the 9th inst., by Friends Ceremony, at the residence of the bride's parents, HENRY COOLIDGE to CARRIE LOUISE WRIGHT, daughter of John Howard Wright, all of this City.

SMITH—WRIGHT.—On Thursday, April 10, at the residence of the bride's father, Newtown, Long Island, by Rev. John P. Knox, EDWARD R. SMITH to MARY A., daughter of J. C. Wright, M. D.

## DIED.

BREWSTER.—At Brookfield, Mass., 10th inst., MARY DRAPER, wife of Charles G. Brewster, and daughter of the late Henry Lewis.

BROWN.—At Somers, New-York, on Thursday, April 10, 1873, SALLY ANN PURDY, widow of the late Lewis Brown, aged 71 years.

Funeral services at the Episcopal Church, Somers, on Saturday, 12th inst., at 2 P. M. Carriages will meet the 8¼ A. M. train at Purdy's and the 10:40 train at Croton Falls.

CONE.—In Brooklyn, on Thursday, April 10, 1873, ALBERT S. CONE, in the 70th year of his age.

The relatives and friends of the family are invited to attend his funeral, from his late residence, No. 1,036 3d-av., South Brooklyn, on Saturday, April 12, at 3 P. M.

GREEN.—On Friday, April 11, 1873, after a long and painful illness, CHARLES GREEN, in the 58th year of his age.

Relatives and friends of the family are respectfully invited to attend the funeral, on Monday, April 14, at 1½ o'clock, from his late residence, No. 277 Madison-st.

HEWITT.—On Tuesday, April 1, HENRY S. HEWITT, in the 44th year of his age.

The relatives and friends of the family are respectfully invited to attend the funeral, from the Fifth-avenue Presbyterian Church, corner of 19th-st., (Dr. Hall's,) on Saturday morning, 12th inst., at 10½ o'clock.

HIROSAWA.—At Brooklyn, on Wednesday, April 9, after a brief illness, N. KENZO HIROSAWA, aged 19, of Yeddo, Japan.

His friends, instructors, and pupils of the Brooklyn Polytechnic Institute, also friends of Richard Poillon, are respectfully invited to attend the funeral on Sunday, 13th inst., at 1 o'clock P. M., from his residence, No. 86 East 38th-st., New-York. The remains will be taken to Green-Wood Cemetery for interment.

KLAPP.—In this City, of scarlatina, LAWRENCE, youngest son of William H. and Eleanor E. Klapp; aged 19 months.

☞ Philadelphia and Poughkeepsie papers please copy.

MANLEY.—On Friday, April 11, of consumption, RICHARD R. MANLEY.

The relatives and friends of the family are respectfully invited to attend the funeral from the residence of his father, John W. Manley, No. 377 Pearl-st., Brooklyn, on Monday, April 14, at 3 o'clock P. M.

MEEGHAN.—In Brooklyn, on Thursday, April 10, after a brief illness, MARIA R., wife of Thomas C. Meeghan.

The funeral will take place from her late residence, No. 273 Court-st., on Sunday, the 13th inst., at 2½ o'clock P. M.

MILLS.—On Friday, April 11, of the whooping cough, WILMOT ALLISON, in the 2d year of his age, infant son of Egbert and Mary Mills.

Funeral services will be held at the residence of the parents, No. 403 West 19th-st., on Sunday, the 13th inst., at 2 P. M. Relatives and friends are invited without further notice.

MOORE.—Of pericarditis, on Friday, April 11, JANE MOORE, daughter of the late Samuel W. Moore, M. D. Notice of funeral hereafter.

MILLWARD.—On Wednesday, April 9, 1873, JAMES MILLWARD, aged 67 years.

The friends and relatives of the family are invited to attend his funeral, from his late residence, No. 329 Henry-st., corner of Union, Brooklyn, on Sunday, April 13, 1873, at 2½ P. M.

PARKER.—At Ridgefield Park, N. J., on the 9th inst., HOWARD PARKER, son of Mrs. Caroline K. and the late James C. Parker, aged 33 years.

The funeral services will be held at the residence of his mother, No. 71 Madison-av., in this City, on Saturday, the 12th inst., at 12 o'clock M. Friends and relatives are respectfully invited to attend without further notice.

PEEBLES.—At Fairmount, West Farms, Thursday, April 10, EMMA M., wife of Benjamin K. Peebles, in her 57th year.

The relatives and friends are respectfully invited to attend her funeral on Saturday, 12th inst., at 2 o'clock, from the residence of Benjamin K. Peebles. Train leaves Grand Central Depot for Tremont at 1 o'clock P. M.

PRICE.—Lost by the disaster to the steam-ship Atlantic, on the 1st inst., JOHN H. PRICE, in his 38th year.

His friends and those of the family and members of Hyatt Lodge No. 205, and Hiawatha Lodge No. 434, F. A. M., and Ninth Class Association Old National School No. 14, are respectfully invited to attend the funeral, from his late residence at East Chester, N. Y., on Saturday, the 12th inst., at 1 o'clock P. M. Trains leave 42d-st. for Mount Vernon, via New-York and New-Haven Railroad, at 10:05 and 11:35, and return at 4:56 P. M.

NINTH CLASS ASSOCIATION OLD PUBLIC SCHOOL No. 14.—The members of this Association are hereby notified to assemble at the New-Haven Railroad Depot, 42d-st., on Saturday, 12th inst., at 11 A. M., for the purpose of paying the last tribute of respect to our late President, JOHN H. PRICE.
FREDERICK C. WAGNER, Vice-President.
WM. MEAD, Secretary.

PETERS.—On Thursday, April 10, LAMBERT T. PETERS, in the 51st year of his age.

The relatives and friends of the family are respectfully invited to attend his funeral from the residence of his brother-in-law, Mr. Lynes, No. 8 East 45th-st., on Sunday, the 13th inst., at 1½ o'clock.

SHARPE.—On Thursday evening, April 10, JACOB L. SHARPE, of Philadelphia, in the 76th year of his age.

The relatives and friends of the family are invited to attend the funeral from his late residence, No. 1,207 Arch-st., Philadelphia, on Monday, April 14, at 3 P. M.

SMITH.—In this City, Thursday morning, April 10, LYDIA ANN, wife of Abiah Smith, aged 67 years.

Relatives and friends of the family are respectfully invited to attend the funeral, from her late residence, No. 345 West 22d-st., on Saturday, 12th inst., at 12 M.

## MISCELLANEOUS.

ROYAL HAVANA LOTTERY—EXTRAORDINARY.
$1,200,000
WILL BE DRAWN ON APRIL 22, 1873.

| | | |
|---|---|---|
| 1 prize of | $500,000 | $500,000 |
| 1 prize of | 100,000 | 100,000 |
| 1 prize of | 50,000 | 50,000 |
| 2 prizes of | 25,000 | 50,000 |
| 4 prizes of | 10,000 | 40,000 |
| 12 prizes of | 5,000 | 60,000 |
| 4[illegible] prizes of | 500 | [illegible] |
| 1,6[illegible]7 other prizes, amounting to | | [illegible] |
| 2,097 prizes. Total amount drawn | | $1,200,000 |

Only 16,000 tickets. One prize in seven.
Prizes cashed, orders filled, and information furnished.
Highest rates paid for Spanish bank bills, Government securities, &c., &c.
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BRET HARTE IN THE SUNDAY MERCURY.
A brilliant copyright novel, entitled
M'LISS;
AN IDYL OF RED MOUNTAIN.
A STORY OF CALIFORNIA IN 1863.
BY BRET HARTE,
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Will be commenced in to-morrow's
SUNDAY MERCURY.
Bret Harte's serial will be the sensation of the season.
Apply early at the news-depots for the SUNDAY MERCURY to-morrow.

ART. NOTICE.
PAINTINGS, WATER-COLORS,
Engravings and etchings, sold by order of the executor of the estate of the late E. L. Corliss, New-York. Also, by order of R. S. Baldwin, Trustee, Baltimore, together with a few
CHOICE PAINTINGS
Just received from Europe, consisting of examples by Turner, David Cox, Frith, Guido Bach, Rankley, &c., &c.
The whole now on exhibition free, day and evening, at the
LEAVITT ART ROOMS, NO. 817 BROADWAY,
And to be sold by auction on the evenings of THURSDAY, FRIDAY, and SATURDAY, April 17, 18, and 19, commencing at 7½ o'clock each evening, at the
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ART NOTICES.
MR. T. C. FARRER, who for two years past has been painting in England, Scotland, Switzerland, Flanders, Venice, has sent home a large representation, in oil and water colors, of his recent work, which will be on exhibition at Mr. SCHENCK'S Gallery, No. 60 Liberty-st., during MONDAY, TUESDAY, and WEDNESDAY, April 14, 15, 16, and will be sold at same place on THURSDAY, 17th, and FRIDAY, 18th insts.

POST-OFFICE NOTICE.
The mails for Europe, during the week ending SATURDAY, April 12, 1873, will close at this office on WEDNESDAY at 12 M., on THURSDAY at 4 P. M., and on SATURDAY at 11 A. M.
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## POLITICAL.

EIGHTEENTH WARD COUNCIL OF POLITICAL REFORM.—A meeting will be held at Oriental Hall, No. 202 East 18th-st., on SATURDAY, April 12, at 8 P. M. Hon. Robt. B. Roosevelt will address the Council on subjects of Reform. All friends of Municipal Reform are invited to attend.
F. F. MARBURY, President.
THOS. McDOWELL, Secretary.

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THIS (SATURDAY) AFTERNOON, April 12,
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## REAL ESTATE TRANSACTIONS.

At the Exchange, yesterday, Friday, April 11, Muller, Wilkins & Co., by order of the Supreme Court, in partition, under the direction of H. S. McCall, Esq., referee, sold the five-story brick building and lot on the north side of Jay-street, comprising the entire front between Greenwich and Washington streets, known as No. 334 Greenwich-street, and having fronts on that and Washington-street of 25.6 feet and on Jay street of 150 feet, for $117,000; purchasers, Sarah and Mary Taylor, heirs to the estate owning the property. The same firm also sold at the same sale the four-story brick store, with lot 25 by 100, No. 356 Greenwich-street, west side, between Harrison and Franklin streets, for $28,000; purchaser, H. Welsh. In addition, by order of the Supreme Court, in foreclosure, under the direction of S. P. Stearns, Esq., referee, Messrs. Muller & Co. disposed of one full lot on the south side of West Sixty-fourth-street, 300 feet west of Ninth-avenue, for $5,000, and one lot adjoining, for $4,700, the purchaser of both being J. C. Brown. Joseph McGuire, at a court sale similar to that last named, T. M. Adams, Esq., referee, sold a plot of six full lots, with three-story brick house and stable thereon, situate on the north-west corner of One Hundred and Forty-fifth-street and the Grand Boulevard, for $38,000, the purchaser being A. W. [illegible]; also, plot of fifteen full lots, opposite above, on the north-east corner of One Hundred and Forty-fourth-street and the Boulevard, for $60,000, the purchaser being Albert E. Herrick. No other sales were made, the legal auction in charge of Wm. Kennelly involving the sale of four lots on West Eighty-ninth street and eight lots on Ninetieth-street, west of Ninth-avenue, being adjourned to May 15. For full details concerning proposed sales for next week, many of which are of interest, in addition to the information contained in our advertising columns reference is made to the usual list published on Monday next.

TO-DAY'S AUCTIONS.

For to-day at the Exchange the following sales are noticed in charge of the auctioneers named:

By E. H. Ludlow & Co., foreclosure sale, by order of the Supreme Court, Thomas H. Lee, Esq., referee, of one lot, 25 by 100, with building on Water-street, north side, 125 feet west of Jackson-street, known as No. 674.

By Wm. Kennelly, Sheriff's sale of City real estate, viz., house and lot, Second-avenue, south-west corner Twelfth-street, lot 25 by 80; two houses and lots, Second-avenue, west side, 80 feet south of Twelfth-street, lots each 20 by 80; house and lot, Second-avenue, west side, adjoining, lot 20 by 100, and one house and lot on East Twelfth-street, south side, 80 feet west of Second-avenue, lot 20 by 53.

THE BUILDING RECORD.

For the week ending this Friday, April 11, plans for the erection of new buildings in the City have been filed, and unsafe buildings reported, at the office of the Department, No. 2 Fourth-avenue, James M. Macgregor, Superintendent, as noted below. The plans for new buildings are unusually numerous, and as a curious fact it should be noted that of the number, seventy in all, forty-four are for the new style French apartment dwelling, thus showing the popularity of this feature in building as recently introduced in New-York:

*New Buildings.*

Second-avenue, north side, fifty feet south of Forty-fifth-street, three brick stores and tenements, five stories each, 24.4 by 73; W. F. Essig and F. Voger, owners.
Dutch-street, east side, 200 feet south of Fulton-street, one brick store and mill, four stories, 21.6 by 67; Messrs. Wilde Sons, owners.
Chrystie-street, east side, 150 feet west of Hester-street, one brick stable, two stories, 25 by 36; Mrs. Harrand, owner.
West Fifty-third-street, south side, 265 feet east of Ninth-avenue, one brick workshop, two stories, 20 by 25; J. E. Thompson, owner.
Water-street, No. 304, one brick coal-office, two stories, 23.2 by 47; Henrietta Davis, owner.
[illegible]-street, No. 63, one brick store and tenement, five stories, 25 by 75; Mrs. M. L. Blair, owner.
West Twenty-first-street, Nos. 119, 121, and 123, three first-class brown-stone dwellings, each four stories, 28.1 by 52; John H. Neilley, owner.
West Forty-ninth-street, No. 126, one brick French apartment dwelling, four stories, 25 by 43; John J. Brown, owner.
Greenwich-street, No. 712, one brick stable, two stories, 25 by 30; Julius Shults, owner.
East Seventeenth-street, No. 426, one brick tenement, five stories, 24 by 60; John Berg, owner.
East Thirty-fifth-street, south side, 100 feet west of Second-avenue, two brick stores and tenements, each five stories, 25 by 75.5; C. Clausen, owner.
Avenue A, west side, south-west corner of Seventy-first-street, eight brick French apartment dwellings, each five stories; Thos. McGinnis, owner.
East Thirteenth-street, No. 419, one brick French apartment dwelling, five stories, 25 by 75; Wm. Bisher, owner.
Third-avenue, south-east corner of Twenty-sixth-street, one brown-stone store and tenement, five stories, 24.8 by 80; Frank Vettel, owner.
Third-avenue, Nos. 351 and 353, two brown-stone stores and tenement, each five stories, 24.8 by 65; Frank Vettel, owner.
Third-avenue, No. 351, (rear,) one brick stable, two stories, 10 by 25; Frank Vettel, owner.
East Twenty-sixth-street, south side, 80 feet east of Third-avenue, one brick store and tenement, five stories, 20 by 63; Frank Vettel, owner.
One Hundred and Eleventh-street, north side, 443 feet east of Avenue A, nine brick French apartment dwellings, each four stories, 19.8 by 50; Geo. Green, owner.
One Hundred and Twelfth-street, south side, 443 feet west of Avenue A, fifteen brick French apartment dwellings, each four stories, 19.8 by 50; Geo. Green, owner.
One Hundred and Thirteenth-street, south side, 443 feet east of Avenue A, six brick French apartment dwellings, each four stories, 19.8 by 50; Geo. Green, owner.
Seventy-first-street, south side, 78 feet west of Avenue A, one brick French apartment dwelling, five stories, 22 by 65; Thos. McGinnis, owner.
East Twenty-third-street, No. 428, one brick stable, two stories, 14 by 14; P. T. Jacobs, owner.
Eighth-avenue, east side, fifty feet north of Twenty-seventh-street, one brick stable, four stories, 24.8 by 100; A. Wesestock, owner.
Seventy-second-street, north side, 150 feet west of Third-avenue, three brick French apartment dwellings, each five stories, 20 by 60; Thos. McGinnis, owner.
Third-avenue, west side, 27 feet north of Seventy-second-street, two brick stores and tenements, each five stories, 25 by 70; Thos. McGinnis, owner.
East Forty-eighth-street, north side, 225 feet east of First-avenue, two brick stores and tenements, each four stories, 25 by 42; Geo. G. Gregory, owner.

*Unsafe Buildings.*

Eighth-avenue, No. 5.5, unsafe lintel over doorway; Conrad Muller, owner.
Prospect-place, building north-west corner of East Fortieth-street, unsafe foundation; Cutting estate, owner.
Prospect-place, house north-east corner Fortieth-street, unsafe foundation; Cutting estate, owner.
Centre-street, Nos. 76 and 78, unsafe iron posts under girders; Woodward Steam Pump Co., owners.
Seventh-avenue, No. 402, unsafe north and wall and chimneys; Robert Goelet, owner.
East Fortieth-street, No. 204, unsafe front wall and chimneys; Mrs. Hopper, owner.
West Fifty-eighth-street, Nos. 226 to 232, unsafe generally; Wm. McGrath, owner.
East Houston-street, No. 59, unsafe ceilings; Caleb C. Crane, owner.

### Exchange Sales, Friday, April 11.

NEW-YORK.

*By Muller, Wilkins & Co.*

1 5-story bk. building and lot, n. s. of Jay-st., extending through from Greenwich to Washington-sts., and known as No. 334 Greenwich-st., lot 25.6x150, building covers same .... $117,000
1 4-story bk. store and l., No. 356 Greenwich-st., w. s., between Franklin and Harrison sts., lot 25x100 .... 28,000
1 lot, West 64th-st., s. s., 300 ft. w. of 9th-av., 25x100.5 .... 5,000
1 lot, West 64th-st., s. s., 325 ft. w. of 9th-av., adjoining above, same size .... 4,700

*By Joseph McGuire.*

6 lots, with 3-story bk. and stable thereon, West 145th-st., n. w. corner Grand Boulevard, lots together form plat 150x99.11 .... $38,000
15 lots, West 144th-st., n. e. corner Grand Boulevard, opposite above, forming plat 375x99.11, sold in one parcel .... 60,000

### Recorded Real Estate Transfers.

NEW-YORK.

*Thursday, April 10.*

Broome-st., s. s., 92.8 ft. e. of Hudson-st., 20x69 .... $10,000
Chambers-st., No. 57; Reade-st., No. 69, 24.4x150 Ca. G. .... 88,000
Catharine-st., e. s., lot 34.2, H. Rutger's lease-hold, foreclosure .... 5,000
Charles-st., s. s., 100 ft. e. of Waverly-place, 20x94.11, h. and l. .... 15,600
Delancey-st., No. 289, 20x75, h. and l. .... 25,000
Division-st., n. s., between Norfolk and Essex sts., [illegible] .... 1,800
Madison-st., s. s., 72.6 ft. w. of Clinton-st., 20x90 .... 12,000
Pearl-st., No. 455, 29x121, mortgage $17,500 .... 25,000
Prospect-place, n. w. corner 42d-st., 17.1x54 .... 17,000
40th-st., n. s., 100.8 ft. w. of 2d-av., 24.6x98.9, irregular partition .... 18,250
54th-st., n. s., 200 ft. w. of 3d-av., 62.6x116.6. December, 1866, one-quarter part .... 7,500
54th-st., n. s., 200 ft. w. of 3d-av., 62.6x116.6. May, 1872, one-sixth part .... 3,000
54th-st., n. s., 200 ft. w. of 3d-av., 62.6x116.6. 1865, one-sixth part .... 4,061
19th-st., n. s., 100 ft. w. of 7th-av., 25x65. Ca. G. .... 5,000
22d-st., n. s., 175 ft. w. of 8th-av., 16.8x98.9, h. and l., mortgages $12,000 .... 15,000
23d-st., n. s., between 2d and 3d avs., 73.2x98.9, mortgages $56,502 .... 105,000
27th-st., n. s., 81.10 ft. e. of 8th-av., 26x98.9 .... 12,000
38th-st., s. s., 83.4 ft. e. of 8th-av., 16.8x98.9, h. and l. .... 16,000
48th-st., n. s., 283.4 ft. w. of 11th-av., 16.8x74.6, mortgages $5,000 .... 5,500
51st-st., n. s., 225 ft. e. of 9th av., 20x100.5 .... 20,000
58th-st., s. s., 60 ft. e. of 9th-av., 20x69.8, foreclosure .... 9,100
56th-st., n. s., 275 ft. w. of 9th-av., 50x100.5; 57th-st., s. s., 275 ft. w. of 9th av., 50x100.5, foreclosure; mortgage, $11,000 .... 24,225
56th-st., n. s., 190 ft. e. of Madison-av., 16.8x100.5, foreclosure .... 17,500
56th-st., n. s., 240 ft. e. of Madison-av., 20x100.5, foreclosure .... 21,100
56th-st., n. s., 260 ft. e. of Madison-av., 20x100.5, foreclosure .... 20,100
56th-st., n. s., 206.8 ft. e. of Madison-av., 16.8x100.5, foreclosure .... 17,300
56th-st., n. s., 220 ft. e. of Madison-av., 20x100.5, foreclosure .... 20,900
74th-st., n. s., 213 ft. e. of 1st-av., 20x10x79.6, h and l. .... 4,700
98th-st., n. s., 350 ft. w. of 8th-av., 25x100.11, mortgage $2,500 .... 4,500
107th-st., n. s., 136.3 ft. w. of 2d-av., 16.3x100.9 .... 6,500
155th-st., s. s., 386.6 ft. e. of 10th-av., 35 ft. w. of St. Nicholas-av., x thence s., 10x157.6x99.11, mortgage $13,000 .... 12,000
St. Nicholas-av., n. w. corner of 149th-st., 102.1x72.5x99.11x94 .... 24,000
1st-av., n. w. corner of 77th-st., 26.2x—x—x26.8 .... 11,500
4th-av., e. s., 25 ft. n. of 34th-st., 23.1x80, h. and l. .... 75,000
5th-av., w. s., 24.11 ft. n. of 134th-st., 150x119, mortgage $12,000 .... 54,000
6th-av., e. s., 24.8 ft. n. of 21st-st., 22.2x95, h. and l.; mortgages, 23,000 .... 40,000

LEASEHOLD CONVEYANCES.

Hudson-st., No. 101, s. w. corner Franklin-st., 25.4x75.9 .... $15,000
65th-st., n. s., 165 ft. w. of 8th-av., h. and l. .... 15,000

LEASES RECORDED.

Dey-st., No. 69, 7 years, per year .... $2,000
2d-av., No. 76, 3 years, per year .... 2,400
2d av., No. 330, store and basement, 5 years, per year .... 1,200
2d-av., No. 324, n. e. corner [illegible]th-st., 5 years, per year .... 1,800

## CITY REAL ESTATE.

15 EAST [illegible]TH-ST., NEAR 5TH-AV.
For sale, in [illegible]th-st., just east of 5th-av., a beautiful four-story brown-stone house, 17x60 feet. Has been recently remodeled in the most thorough manner; the plumbing-work, mantels, &c., being all new and of the best quality, and is tastefully decorated; lot 100.5 feet in depth.
The owner will sell the house with the handsome fixtures and furniture, or the house and lot can be bought without the furniture. We would recommend it to the attention of any one desiring to purchase an attractive house in the best location in New-York, at a very reasonable price. To a professional man it would be especially desirable. A comparatively small amount of cash to be paid down.
For further particulars and permits apply to
E. H. LUDLOW & CO.,
No. 3 Pine-st. and No. 35 East 17th-st.

FOR SALE—BY ORDER OF EXECUTORS, to close an estate—No. 14 West Washington-place, three-story and attic brick, high stoop, 22x97 feet; price, $22,000; possession at an early day.
HOMER MORGAN, No. 2 Pine-st.

FOR SALE OR TO LET—THE THREE-story and basement high-stoop modern brick dwelling-house, No. 347 West 20th-st. Apply to W. R. GILLETTE, M. D., Executor, No. 149 West 23d-st., or W. S. JARVIS, No. 221 Canal-st.

ONLY $35,000.—FOR SALE, THE BEAUtiful four-story and basement brick house, with brown-stone trimmings, 77 West 11th-st., near 5th-av.; 18 rooms; just put in splendid order from top to bottom. M. T. WOOLLEY, 75 University-place.

A BARGAIN.—A LOT 25X100 IN 53D-ST., near 3d-av., with two-story brick stable; price, $9,750; terms to suit purchaser. THOS. STOKES, Corner 52d-st. and 10th-av.

A BARGAIN.—FOR SALE—AN ENGLISH four-story brown-stone house, frescoed throughout, in 46th-st., near 5th-av. Apply to P. H. GRADY, No. 527 6th-av.

FOR SALE.—155 ACRES UNIMPROVED land in Hamilton County, this State, at $5 per acre, cash. Address HAMILTON COUNTY, Box No. 115 *Times* Office.

ELEGANT ECONOMY IN ALL BUILDing.—Specialty in new modeling old houses for stores. See the library of Alexander J. Davis, New-York University.

## BROOKLYN REAL ESTATE.

FOR SALE IN BROOKLYN—ELEGANT and commodious first-class brown-stone front houses, containing all modern improvements, and built in the most substantial manner; location excellent; accessible by three lines of cars; prices moderate, and terms easy. Persons desirous of securing a pleasant home should call and examine for themselves. For further and full particulars apply to
DE LANCEY W. KNEVELS, No. 56 Wall-st.
Office of Rutgers Fire Insurance Company, or
HUNTINGTON & RICHARDS, 8 and 10 Pine-st.

BROOKLYN.—TO LET OR FOR SALE, THE dwelling No. 443 Marcy-av., corner of Hart-st., a fine three-story and basement, 25 feet front, with a fine yard, has been repaired and painted throughout, all the modern improvements; would lease to a good party for a term of years; for sale at a low figure. Apply on the premises, between the hours of 9 A. M. and 4 P. M., or to J. A. MACDONALD, No. 296 6th-av., New-York.

$5,000 WILL BUY CHEAP THREE-story brick house; modern improvements; eight blocks to ferries; twelve rooms; half cash. O. V. HOLCOMB, No. 87 Broadway, Brooklyn, E. D.

$6,500 WILL BUY FIRST-CLASS brick house; ten rooms; improvements; near ferries; terms easy; location Nineteenth Ward. O. V. HOLCOMB, No. 87 Broadway, Brooklyn, E. D.

$7,500 WILL BUY NEW BRICK house, fifteen rooms, improvements, near ferries, desirable location; a good investment. O. V. HOLCOMB, No. 87 Broadway, Brooklyn, E. D.

## COUNTRY REAL ESTATE.

SUMMIT, CHATHAM, MADISON, NEW-JERSEY.
FOR SALE—Houses, villa sites, and farms.
TO RENT—Houses furnished and unfurnished.
FOR EXCHANGE—Several places for City property.
ARCHIBALD GRACIE, Summit, near the station.

ALL ALONG THE HUDSON RIVER.—furnished residences for sale and to rent, for season or year. Unfurnished houses and cottages to rent, by the year or lease. Farms, building sites, houses, and lots for sale; good investments. Large tracts of land in full view of the Hudson, easy of access to this City, for sale very cheap, on easy terms.
Parties desiring to purchase or rent any property on the banks of the Hudson River, will find it to their advantage to consult the advertiser, who has made Hudson River real estate a specialty the past ten years, and is fully acquainted with the value and location of most all the property on the river bank and the interior of the country.
S. EMMERSON.
No. 659 6th-av., near 38th-st.

GREAT SALE OF CHOICE LOTS AT BABYLON, LONG ISLAND.
The SUBURBAN LOT ASSOCIATION now offer for sale FIVE THOUSAND BUILDING LOTS, 25x90 feet, at Babylon, Long Island, at $7 each. $7 each.
For $7 you receive a warranty deed for a building lot, 25x90 feet, at Babylon, Long Island.
$1 extra charged for clearing avenues and staking lots.
Positively no other payments.
Call and see for yourselves at the office of the
SUBURBAN LOT ASSOCIATION,
No. 54½ Pine-st., New-York.
J. E. FULLER, President.
ED. B. ECKER, Secretary.

FOR SALE—THE RESIDENCE OF THE LATE H. K. SKELDING, AT STAMFORD, CONN.
House first class in every particular, with all modern improvements, and in perfect order. Grounds—about two acres—handsomely laid out. Out-buildings ample and convenient. Location very desirable, being central, with fronts on Atlantic and Pacific sts., and only a few minutes' walk from depot of New-York and New-Haven Railroad. Price low, to close an estate; terms easy.
For further information apply to D. M. SKELDING, Executrix, Stamford, Conn., or F. E. SKELDING, No. 54 Wall-st., New-York.

FOR SALE OR TO RENT—AT SUMMIT, N. J.—About one hour from New-York, via Morris and Essex Railroad, foot of Barclay-st.; three handsome French roof houses, built in the best manner, and finished throughout with all modern conveniences; each house is surrounded by about one-half acre of ground, but more can be had if desired; all of the above are less than eight minutes' walk from the station. Apply to GEORGE MANLEY, at Summit, or to CHAS. W. WARD, No. 79 Cedar-st.

NEWARK —NEAR HIGH-ST., WITHIN eight minutes' walk of the depot, a comfortable and desirable cottage residence of nine rooms, heated with furnace, gas, aqueduct water, waste pipe, and sewer connections; cellar perfectly dry; large lot; garden front, rear, and side; southerly exposure; premises owned and occupied by the undersigned for five years past, and improved for his convenience; possession at once; price $7,000; terms easy. Call on JAMES YERRANCE, Secretary Safeguard Fire Insurance Company, No. 152 Broadway, New-York.

FOR SALE—AT RICHMOND HILL, LONG Island, on South-side Railroad, only thirty minutes (seven miles) from ferry, a number and variety of neat dwellings; also lots and beautiful villa sites. Place high, well drained, healthy, and restricted against nuisances. Apply to J. W. FIELDER, No. 231 Broadway, Room No. 18, or O. B. FOWLER, on the premises.

TO CLOSE AN ESTATE.—DESIRABLE dwelling and eight lots of ground at Ravenswood, adjoining Astoria, near steam-boat landing, and directly opposite residence of Dr. Sanford; house built of stone in most substantial manner; 27x37; thirteen rooms. Will be sold on very easy terms and at great bargain. Apply to JERE. JOHNSON, JR., No. 21 Park-row, New-York.

FOR SALE OR EXCHANGE—A BEAUtiful country-seat within one hour of the new Post-office; the most magnificent and charming view in the country; four and one-half acres in lawn and grove, with a commodious house and out-buildings, in complete order; will be sold cheap for cash, or exchanged for productive City property. Apply to HARVEY BAKER & SON, No. 1 Pine-st.

FOR SALE AT MORRISTOWN, N. J.—At a bargain, a very desirably located country-seat; good house, eleven rooms, bath, hot and cold water, with three or twenty acres; fruit and shade trees, ice-house, &c., with furniture, and horses, carriages, &c., if desired.
S. EDDY & CO., No. 1 Park-place.

YONKERS.—FOR SALE OR TO LEASE—Brick house, within five minutes' walk from depot, containing ten rooms and kitchen extension; gas, furnace, range, spring and cistern water in kitchen; all in good order; lot, 30x100. For further particulars apply to GEO. W. PUTNAM, opposite railroad station.

FOR SALE OR TO RENT AT MONTROSE, N. J., opposite Orange Mountain—Two handsome houses, with spacious grounds; locality very beautiful, and famous for freedom from chills and fever; one hour from Barclay and Christopher-street ferries; sixteen trains daily.
VOSE & McDANIEL, No. 8 Pine-st.

FOR SALE CHEAP—THIRTEEN AND a quarter acres of land beautifully located good buildings; five minutes' walk from station on New-York and Erie Railroad; twenty-six miles from the City. Address E. DE YOE, Ramseys, Bergen County, N. J.

FOR SALE — AT FAIRVIEW, N. J., twenty-five minutes by Northern Railroad, two nice cottages, with spacious gardens; terms easy. Address J. D. PROBST, Park Hotel, Hoboken; or, apply to J. W. FORCE, Ticket Agent, Fairview Station.

$6,000.—LEASE, $600.—COUNTRY-seat, thirteen rooms; acre garden; ten minutes' walk from depot of Central Railroad of New-Jersey; orchards and grass, if wanted. Address Box No. 14, Somerville, N. J.

FOR SALE OR TO LET—HANDSOME cottage; fourteen rooms, piazzas, bay windows, furnace, pipes, and registers; healthy and desirable; one and a half miles from Orange, N. J.; price, with one acre, $8,500; rent, $650. HINE, No. 557 6th-av.

ORANGE, N. J.—COUNTRY HOUSES, lands, and village lots for sale; a great variety. Also, furnished and unfurnished houses to let for season or year, by WALTER E. SMITH, formerly Blackwell & Smith, Orange, corner Main and Cone sts.

25,000 ACRES KANSAS LANDS for sale, in tracts to suit. Will be sold for cash, or part cash down, or exchanged for merchandise. For particulars address LAND OWNER, Box No. 180 *Times* Office.

ORANGE, N. J., AND VICINITY, SPECIALTY.—Great variety property to rent, sell and exchange. Call for rent and sale catalogues. I. H. GERRY, No. 39 Nassau, corner Liberty-st.

FOR SALE—AT A BARGAIN IF SOLD IMmediately, two lots, 50x100, at Chatham, N. J.; price, $800, part cash. Address O. H. PIERSON, No. 5 Pine-st.

SHORE FRONT RESIDENCE AT RIVERside—Eleven rooms, modern improvements; one acre, healthy, near depot; $9,000; descriptive circular. Address J. W. ATWATER, Riverside Station, Conn.

FOR SALE OR EXCHANGE—A VALuable tract of land, near depot, at Millburn, and adjoining Wyoming. Address N. D. C., Box No. 180 *Times* Office.

## COUNTRY REAL ESTATE.

AT ORANGE, N. J.
STONE RESIDENCE.
The most substantial and comfortable COUNTRY-SEAT on ORANGE MOUNTAIN FOR SALE or TO LEASE, with *immediate possession*. The owner leaves for Europe, and will dispose of this desirable property *at a very low price and on easy terms*. LOCATION *high*, air healthful, having *views unsurpassed by anything in the country*.
GROUNDS of FIFTEEN (or more) ACRES, with south-eastern exposure. HOUSE, CUT BROWN STONE, with inner wall and partition walls of brick, massively built (by days' work) for owner's own use, with abundant and unfailing supply of water throughout, and every modern convenience. EIGHTEEN HANDSOME ROOMS besides kitchen, laundry, butler's room, &c. Ceilings high; ventilation and hot-water heating arrangements perfect. Heavy plate-glass windows, extensive piazzas, bay windows, &c.
PORTER'S LODGE and stable, also of stone, of the same durable style as the house; hennery, green-house, grapery, &c. Macadamized road one mile to depot. Apply for particulars to
BENJ. TOMES, No. 6 Maiden-lane,
or
HAMILTON & WALLIS,
No. 9 Nassau-st., corner of Pine, New-York.

FOR SALE.
One of the finest country homes on the banks of the Hudson, near Tivoli, N. Y. The river and Catskill Mountain views from this place are unequaled; eighty acres of improved land, upon which are native woods; a mansion-house, 52x56, (new,) with French roof; also, large cottage, fourteen rooms, coach house and stables, barns, sheds, machine and carpenter's shops, all new and newly painted, and in perfect order; ice-house filled; new private dock; 3,000 bearing fruit-trees; the property well under-drained; fine wells of water; eight or ten trains each way daily; churches and schools near; stock and implements sold if desired. Apply to C., Box No. 9 Tivoli Post-office, N. Y.

FOR SALE—ONE OF THE MOST DESIRAble residences on the Hudson River, twenty-eight miles from New-York, and one and one-half miles from depot and steam-boat landing; superb river and mountain views; perfectly healthy and free from chills and fever; pure water in the house; fruits in great abundance and variety in full bearing, with twenty acres of land, five acres being covered with a thrifty growth of wood on mountain side, through which are graded paths to the summit, giving a different and still finer view than from the house, the remainder in lawn, garden, and pasturage; the mansion, built in 1860, contains nine rooms, besides kitchen, bath-room, and closets, all in good order; there is also cottage for gardener, large barn, poultry-house, &c. Can be seen in a few hours by taking the Northern Railroad of New-Jersey for Nyack. For further information address
W. R. DEAN,
Nyack, New-York.

DESIRABLE PROPERTY FOR SALE AT STAMFORD, CONN.
Residence of the late George W. Elder, consisting of a large house, with all the modern improvements for a first-class residence, gas, bath, hot and cold water, &c., in perfect order, stable, barn, gardener's house, &c., about six acres of improved land, abundance of fruit, situated on Richmond Hill, about half a mile from depot; situation high, with a commanding view. This is one of the finest places in the vicinity.
If not sold will be leased for a term of years, furnished. Apply to
N. L. McCREADY,
No. 187 Greenwich-st., New-York,
or to GEO. ELDER, Stamford, Conn., Executors.

FOR SALE.—A COUNTRY RESIDENCE and farm at Bedford, Westchester County, N. Y., consisting of about ninety acres fertile land, including fifteen acres woodland, lying level and handsome. The dwelling and grounds of about four acres around it are in fine order and beautifully diversified with evergreens, shade and fruit trees; the house is two and a half miles from Harlem Railroad; the roads good. There is no more healthy place than Bedford, and the scenery is picturesque. For further particulars apply to GEORGE MILLER, No. 62 Broad-st., New-York, or WM. H. AKIN, No. 10 Water-st., New-York, Executors.

FOR SALE—A FARM OF ABOUT 300 ACRES, in Montgomery County, Md., twenty-two miles from Washington City, and about twenty-eight miles from Baltimore; on the premises is a large dwelling-house of brick and stone, out-buildings, and abundance of fruit; also, a saw and grist mill and foundry; the place is well suited for a gentleman's residence, or for a farmer on a large scale; price $30,000.
Also a farm of 290 acres, with merchant and bone-mill, near Roxbury, same State; price $22,000.
Also, a farm of 450 acres, two miles from Rockville, same State; price $15,000.
Apply to R. S. WILLIS, Esq., No. 5 Beekman-st., Room No. 7, first floor.

FOR SALE—AT FLUSHING, VERY COMplete house on Broadway; parlor, library in hard wood, dining-room, and nine bedrooms; abundant water, gas, furnace; all modern conveniences; thorough drainage; eminently healthy; terms liberal.
JAMES B. PARSONS, No. 34 Pine-st.

RIVERDALE, ON HUDSON—SPLENdid mansion, coach-house, three and a half acres of ground; five minutes from station; furnished complete. For sale, let, or lease, inquire of JOHN A. VAN SAUN, No. 92 Bleecker-st., corner Mercer.

FOR SALE AT A BARGAIN—HOUSE on Bloomfield-av., Passaic. Inquire of J. S. BIDDELL, rear of depot.

## REAL ESTATE AT AUCTION.

ADRIAN H. MULLER, Auctioneer.
FIFTY-THREE DESIRABLE LOTS ON THE GRAND BOULEVARD AND 134TH-ST. AT AUCTION.
ADRIAN H. MULLER, P. R. WILKINS & CO.
will sell at auction, on
TUESDAY, April 15, 1873,
at 12 o'clock, at the Exchange Sales-room, No. 111 Broadway,
By order of ALVIN HIGGINS, Esq.,
FIFTY-THREE LOTS ON THE GRAND BOULEVARD AND 134TH-ST.,
with the elegant mansion thereon.
The lots are on high ground, good soil, and have a commanding RIVER VIEW.
We are instructed by Mr. Higgins to state that every lot offered will positively be sold to the highest bidder.
TERMS LIBERAL.
Maps at the office of the auctioneers, No. 7 Pine-st.

ADRIAN H. MULLER, Auctioneer.
AUCTION SALE OF VALUABLE PROPERTY ON ELM AND 126TH STS.
ADRIAN H. MULLER, P. R. WILKINS & CO. will sell at auction on WEDNESDAY, April 16, at 12 o'clock, at the Exchange Sales-room, No. 111 Broadway.
ELM-STREET.—The two lots, with brick and frame buildings thereon, situate on the east side of Elm-st., between Worth and Leonard sts., and known as Nos. 57 and 59.
ONE HUNDRED AND TWENTY-SIXTH-STREET.—The three-story frame house and lot, situate on the south side of 126th-st., 115 feet east of 4th-av. The house is about forty-five feet deep, contains thirteen rooms, has water and gas, and is in good order.

ADRIAN H. MULLER, Auctioneer.
AUCTION SALE OF 128 LOTS, DWELLing, and barn, near Judge Smith's Central-avenue Hotel, on TUESDAY, April 15, at 1 o'clock, at the Exchange, No. 111 Broadway. Plans ready at the auctioneer's office, No. 7 Pine-st.

A. J. BLEECKER, SON & CO., Auctioneers.
A. J. BLEECKER, SON & CO. WILL sell at auction, on THURSDAY, April 17, at 12 noon, at the Exchange Sales-room, No. 111 Broadway:
WEST EIGHTEENTH STREET.—The valuable four-story high-stoop brown-stone house and lot, in fee, No. 37, on the north side of West 18th-st., between 5th and 6th avs. The house contains all the modern conveniences, is of extra depth, three rooms deep to the fourth story, and in perfect order; size of house, 25 feet front by 25 feet deep; lot, half the block. Title perfect; sixty per cent. can remain on mortgage; possession on delivery of deed. Maps at 77 Cedar-st.

A. J. BLEECKER, SON & CO., Auctioneers.
VALUABLE 4TH-AV. PROPERTY, NEAR UNION-SQUARE,
THURSDAY, April 17, at 12 noon.
FOURTH-AVENUE—The well-built four-story brick English basement house and lot in fee, No. 261 4th-av., east side, third house below 21st-st.; lot 23x90, house 46 feet deep; has all the modern conveniences. Title perfect. Terms most liberal.

A. J. BLEECKER, SON & CO., Auctioneers.
VALUABLE IMPROVED PROPERTY
THURSDAY, April 17, at 12 noon.
WASHINGTON-STREET—The two lots and buildings Nos. 375 and 377 Washington-st., south-east corner of Beach-st., each 25x70, near the Old Dominion Steamship Company's pier and in the rear of the United States bonded warehouse on Greenwich and Beach sts. Terms liberal. Maps at No. 77 Cedar-st.

A. J. BLEECKER, SON & CO., Auctioneers.
THURSDAY,
April 17, at 12 noon,
two-story brick houses and lots Nos. 57 and 59 Thompson-st., between Broome and Spring, 64.10x100. Maps at No. 77 Cedar-st.

SALE OF THE UNITED STATES ARSENAL AT VERGENNES, VT.
ORDNANCE OFFICE WAR DEPARTMENT,
WASHINGTON, D.C., March 20, 1873.
In pursuance of law, and by direction of the Secretary of War, the lands and buildings of the United States at Vergennes, Vt., known as the Champlain Arsenal, will be sold by public auction on the grounds on FRIDAY, June 6, 1873, commencing at 10 o'clock A. M.
The terms of sale, as prescribed by law, are one-fourth cash at the time of sale, and the remainder on a credit of one, two, and three years, with interest at six per centum per annum, secured by bond and surety from the purchaser.
Circulars giving detailed description of the property may be had upon application to this office, or to the commanding officer at Watervliet Arsenal, West Troy, N. Y., or to Col. S. CRISPIN, Army Buildings, New-York City.
The property may be inspected upon applying to the non-commissioned officer in charge.
A. B. DYER,
Chief of Ordnance, United States Army.

PEREMPTORY SALE OF VALUABLE BUILDING PROPERTY AT ORANGE, N. J.—On TUESDAY, April 15, inst., at 2 P. M., the subscriber will sell at auction on the premises all the valuable property lately occupied by Joseph L. Smallwood, Esq., situate on Centre-st., Highland-av., and Marbury-place.
The property consists of about thirteen acres, and will be divided into lots to suit purchasers. It is well planted with trees, and adapted for immediate building.
The valuable dwelling-house, greenhouses, and out-buildings, recently built by Mr. Smallwood, together with grounds, containing three acres, beautifully embellished with trees and shrubbery, &c., will be offered in one lot.
The property is situated in the best part of the town of Orange, near the residences of Mayor Austin, Samuel Colgate, and Wm. P. Kittredge, well drained, and unsurpassed for healthfulness.
Title good; sale peremptory to the highest bidder; terms easy. References, Aaron Quimby and Blake & Freeman, Orange, N. J.
WM. PATERSON,
APRIL 3, 1873. Special Master in Chancery.

## REAL ESTATE AT AUCTION.

MORRIS WILKINS, Auctioneer.
PEREMPTORY SALE, IN PARTITION, BY ORDER OF THE COURT OF COMMON PLEAS.
ELEVEN LOTS ON MADISON-AV., 85TH AND 86TH STS.
E. H. LUDLOW & CO. will sell at auction, on WEDNESDAY, April 16, 1873, at 12 o'clock, at the Exchange Sales-room, No. 111 Broadway, New-York, sale under the direction of Henry Morrison, Esq., referee:
MADISON-AVENUE, south-west corner of 86th-st.—Eight lots, having a frontage of 102.2 feet on Madison-av. and 190 feet on 86th-st.
MADISON-AVENUE, south-east corner of 85th-st.—Plot of ground, 36 feet 8 inches by 102 feet 2 inches.
EAST EIGHTY-FIFTH-STREET.—Two lots, north side, 145 feet west of Madison-av., rear of 86th-st. lots; each 25x102 feet 2 inches.
Two-thirds of the purchase money may remain on mortgage.
FRANKLIN BROWN, Attorney,
No. 55 Liberty-st., New-York.
Maps, &c., at the office of the auctioneers, No. 3 Pine-st., New-York.

MORRIS WILKINS, Auctioneer.
EXECUTRIX'S SALE OF PROPERTY NOS. 184 AND 188 HUDSON-ST.
E. H. LUDLOW & CO. will sell at auction, on TUESDAY, April 15, 1873, at 12 o'clock, at the Exchange Sales-room, No. 111 Broadway, (Trinity Building,) New-York; sale by order of the executrix of William James Boggs, deceased:
HUDSON-STREET.—Valuable lot, with two-story and attic brick dwelling, known as No. 184, 20x30.5 feet; and extension; contains water, gas, eleven rooms, &c.; lot 20x84 feet.
HUDSON-STREET.—Valuable lot, with two-story and attic brick dwelling, No. 188, 20x30.5 feet; contains gas, water, ten rooms; lot 20x84 south side and 70 feet north side; in fee simple; terms at sale.
Maps, &c., at the office of the Auctioneers, No. 3 Pine-st., New-York.

ADRIAN H. MULLER, Auctioneer.
VALUABLE LOTS ON SHERMAN AND NAEGLE AVS., ELWOOD AND 211TH STS., BEING PART OF THE DYCKMAN ESTATE:
ADRIAN H. MULLER, P. R. WILKINS & CO. will sell at auction on WEDNESDAY, April 16, at 12 o'clock, at the Exchange Sales-room, No. 111 Broadway, New-York:
SHERMAN-AVENUE.—Four plots, south side of Sherman-av., commencing 500 feet east of Elwood-st., each containing seven City lots, and one lot on street.
NAEGLE-AVENUE.—Two plots north side of Naegle-av., immediately in the rear of the Sherman-av. plots, each containing seven City lots, and one lot on street.
ELWOOD-STREET.—Two lots, east side of Elwood-st., 200 feet north of Naegle-av.
TWO HUNDRED AND ELEVENTH-STREET.—Four lots, south side of 211th-st., commencing 100 feet west of 9th-av., each 25x98.11.
These lots are on the line of improvements, a short distance south of the new Parade-ground, and can be reached in forty-seven minutes, fourteen times a day, by the Elevated and Hudson River Railroad.

ADRIAN H. MULLER, Auctioneer.
EXECUTOR'S SALE OF HOUSE AND LOT, NO. 71 WEST 4TH-ST.
ADRIAN H. MULLER, P. R. WILKINS & CO. will sell at auction on MONDAY, April 14, at 12 o'clock, at the Exchange Sales-room, No. 111 Broadway, by order of Wm. Nelson, Jr., executor of Lydia Beebee, deceased:
WEST FOURTH STREET.—The two-story and attic brick house and lot, situate on the south side of West 4th-st., 100 feet west of Wooster-st., and known as No. 71; lot 25x100 feet. We are instructed by Mr. Nelson to state that this property will be sold to the highest bidder for cash.

TWO MILLION DOLLARS.
GREAT CLOSING OUT TRUSTEES' SALE OF REAL AND PERSONAL PROPERTY,
Belonging to the
CHICAGO LAND COMPANY,
AT PUBLIC AUCTION,
ON WEDNESDAY,
THE 18TH DAY OF JUNE, 1873.
By the articles of the association of said company, it is provided that all the property in the hands of the trustees in the month of June, 1873, must be sold at auction for cash, to close the trust.
The realty is centrally located in the CITY OF CHICAGO, and is valued at $1,200,000, and composed largely of river and canal frontage, docked and ready for immediate use. Also, a large number of vacant lots in the immediate vicinity of the docks, all well adapted for business purposes.
The title to this property is unquestioned, having been held and owned by the association for twenty years.
The personal property consists of notes bearing seven per cent. interest, having from one to five years to run, and amounting to about $700,000. These notes were received for deferred payments on land bought from the company by the makers thereof, and their payment is secured by mortgage on the same. TERMS OF SALE CASH. The personal property will be ready for transfer and delivery immediately after the sale. Purchasers of realty will be required to make a deposit on the day of sale of ten per cent. on the amount of their purchases, the balance to be paid within thirty days, or as soon after the sale as deeds can be made out and delivered.
MAHLON D. OGDEN,
L. S. BEECHER, } Trustees.
GEORGE WATSON,
H. B. BOGUE, Secretary.
CHICAGO, March 12, 1873.
Office with Ogden, Sheldon & Co., Room No. 24, No. 173 La Salle-st.

CORPORATION SALE OF REAL ESTATE AND LEASES OF FERRY FRANCHISES.
Public notice is hereby given that the Commissioners of the Sinking Fund of the City of New-York will offer for sale at public auction, on TUESDAY, April 29, 1873, at noon, at the Exchange Sales-room, No. 111 Broadway, in the City of New-York, the following real estate belonging to the Corporation of the City of New-York:
Premises known as No. 160 Wooster-st.
Premises known as No. 352 West 35th-st.
Premises known as No. 53 Spring-st.
Premises known as No. 49 Leonard-st.
Building and land on the east side of Avenue C, between 16th and 17th sts., known as the Eighteenth Ward Market.
Full warrantee deeds will be given to all purchasers. Lithographic maps of the above real estate may be obtained at the Controller's Office, on and after the 16th of April next.
ALSO,
sealed bids will be received, to be publicly opened at the Controller's Office on April 29, 1873, at 3 o'clock P. M., for leases for a term of ten years, from May 1, 1873, of the following ferries and ferry franchises:
Ferry now established from foot of Houston-st., East River, New-York, to foot of Grand-st., Brooklyn, E. D.
Ferry now established from foot of Grand-st., New-York to foot of Grand-st., Brooklyn, E. D.
Ferry now established from foot of 92d-st., East River, to Astoria, Long Island.
Lease of ferry franchise now established from foot of Barclay-st., North River, to Hoboken, N. J.
Lease of ferry franchise now established from foot of Desbrosses-st., North River, to foot of Harsimus-st., New-Jersey.
The leases to be made to conform to the requirements of laws relative to ferries, and such regulations, ordinances, or by-laws as are now or hereafter may be from time to time be made or passed by the Common Council or State Legislature.
Bids to be addressed to the undersigned, and indorsed "Bids for Ferry Franchises."
The right to reject any bid, if deemed to be to the interest of the City of New-York, is reserved by the Commissioners of the Sinking Fund.
ANDREW H. GREEN, Controller.
CONTROLLER'S OFFICE, NEW COUNTY COURT-HOUSE, March 27, 1873.

SALE OF THE UNITED STATES ARSENAL AT ROME, N. Y.
ORDNANCE OFFICE,
WAR DEPARTMENT,
WASHINGTON, D. C., March 20, 1873.
In pursuance of law, and by direction of the Secretary of War, the lands and buildings of the United States, at Rome, N. Y., known as Rome Arsenal, will be sold by public auction, on the grounds, on MONDAY, June 2, 1873, commencing at 10 o'clock A. M.
The terms of sale, as prescribed by law, are one-fourth cash at the time of sale, and the remainder on a credit of one, two, and three years, with interest at six per centum per annum, secured by bond and surety from the purchaser.
Circulars giving detailed description of the property may be had upon application to this office, or to the Commanding Officer of Watervliet Arsenal, West Troy, N. Y., or to Col. S. Crispin, Army Buildings, New-York City.
The property may be inspected upon applying to the non-commissioned officer in charge.
A. B. DYER,
Chief of Ordnance, United States Army.

UNITED STATES DISTRICT COURT, Southern District of New-York.—In the matter of MARTIN BRAY, a bankrupt.—I, David M. Koehler, Assignee in Bankruptcy of the estate of Martin Bray, bankrupt, hereby give notice that on the 15th day of April, 1873, at 12 o'clock noon, at No. 428 First-avenue, in the City of New-York, I will sell at public auction the following-described property, belonging to the estate of said bankrupt, viz.: A lease of the house and store No. 428 First-avenue, in the City of New-York, having three years to run from May 1, 1873; also, various liquors and fixtures contained in the store on said premises suitable for liquor business.
DAVID M. KOEHLER, Assignee.

## DWELLINGS TO LET.

FULLY FURNISHED OR UNFURNISHED.
To let, for six or twelve months, with privilege of purchase, a tasty and modern-built suburban cottage residence, forty-five minutes from Wall-st. by Central Railroad of New-Jersey; travel unsurpassed at all seasons; house has twelve rooms, wide halls, heater, gas, bath, hot and cold water, closets, &c.; ample lawn, garden, fruit and shade trees; paved streets; healthy location; two minutes from depot; use of stable, pasture lot, with cow, and transfer of servants if desired; rent moderate. For further particulars and permit address Post-office Box No. 482 Elizabeth, N. J.

UNFURNISHED.
To let, house No. 304 2d-av., rent $2,400.
To let, house No. 316 East 9th-st., rent $2,400; twenty-six rooms.
To let, house No. 17 Stuyvesant-st., rent $2,000.
To let, house No. 194 2d-av., rent $1,800.
To let, house No. 14 West 12th-st., rent $1,600.
To let, house No. 113 Bank-st., with stable, rent $1,500.
To let, house No. 220 East 11th-st., rent $1,000.
To let, house No. 391 Broome-st., rent $1,000.
For permits and particulars, apply to
HIRAM MERRITT, No. 35 2d-av.

A COUNTRY-SEAT AT MADISON, N. J., to lease for a term of years, within ten minutes' walk of the depot, with about twenty-five acres of land; house pleasantly situated; very convenient; containing eleven rooms; fine lawn in front; shade-trees and shrubbery; good garden and orchard, with abundance of fruit; good stable and other out-buildings; ice-house, filled; excellent well of water.
Apply to
GEORGE POMEROY,
Madison, N. J.

AT STAMFORD, CONN.—TO RENT, furnished, a large country residence containing about twenty rooms, with all modern improvements, suitable for the residence of a private family; also, a large three-story house, containing over thirty-six rooms, suitable for Summer boarding-house or school for young ladies. For further particulars apply to E. H. LUDLOW & Co., No. 3 Pine-st., or No. 35 East 17th-st., New-York.

TO RENT OR FOR SALE—AT ANNAdale, Staten Island, a Gothic cottage, coach-house and outbuildings, within five minutes' walk of the railroad station; three acres of ground, beautifully laid out and covered with all kinds of fruits and berries; fine boating and fishing a short distance from the house. Apply to S. K. RAYMOND, Mechanics' Bank, No. 33 Wall-st.

TO LET—AT YONKERS, A MODERN-BUILT two-story house, with French roof, containing ten rooms and laundry; abundant supply of water, and all the modern improvements and conveniences of a city residence; on the bank of the river, within convenient distance of the steam-boat landing and railroad depot. Apply to JOSIAH RICH, No. 31 Beaver-st., or THOS. H. COLLINS, Yonkers.

LONG BRANCH COTTAGES TO RENT furnished; printed catalogues with full descriptions and special survey maps to be had at our offices. F. G. & D. BROWN, No. 90 Broadway, corner Wall-st., and Branch Office, opposite depot, Long Branch.

TO LET—HANDSOME TWO-STORY BASEment and under-cellar houses, on Yates and Lafayette avs., Brooklyn; bath, furnace, sewer, range, &c.; twenty minutes from Roosevelt, and forty minutes from Fulton Ferry; $450, $400. C. B. HART, No. 59 Yates-av., near Myrtle, between 9 and 5, and No. 580 Broadway, near De Kalb, between 1 and 5 o'clock.

COUNTRY PLACE AND FURNISHED HOUSE TO LET for the Summer, or FOR SALE on the Hudson, fifteen minutes from NEWBURG steam-boats and railroads; very comfortable residence; situation unsurpassed for healthfulness, charming scenery, and desirable neighbors; stable; fruits and vegetables. Address for particulars, or to appoint visit, Box No. 638 Post-office, Newburg, N. Y.

TO LET—IN WESTCHESTER COUNTY, five minutes' walk from McComb's Dam Bridge, on the Bluff, a fine house, nearly fully furnished; all the City improvements, with carriage-house and stableing for six horses, and three acres of ground, heavily shaded with large old trees, and plenty of fruit. Rent to a good tenant nominal. JOHN KAVANAGH, north-east corner of 42d-st. and 6th-av.

TO LET, FURNISHED—AT PELHAM, on the Sound, a two-story and French-roof stone house; modern conveniences; large stables and carriage-house; good garden. Apply to HENDERSON & DELANCEY, attorneys and counselors, No. 52 Broadway.

TO LET—IN 72D-ST., BETWEEN 8TH AND 9th avs., a pleasant place; large double house on eight lots; trees, &c.; 72d-st. is a wide street, paved Boulevard style; very public; westerly entrance to Central Park; Eighth-avenue cars near; rent low. Inquire of E. VAN AKEN, No. 316 West 52d-st.

TO LET—THREE-STORY AND BASEMENT brick house on East 96th-st., near 4th-av., first class in all respects; stable on rear, and four vacant lots adjoining, which can be used as a garden.
Apply to CARTER & HEDDEN,
No. 11 Pine-st. and corner 86th-st. and 3d-av.

TO LET AT NEWARK—IN A PLEASant location, near depot, a cottage-house, twelve rooms; with or without furniture; rent moderate to a desirable tenant. Apply on the premises, No. 79 South-st., or to BREWSTER RINAM, No. 231 Broadway, New-York.

TO RENT—FOR THE SUMMER, BUENA Vista, the residence of Mr. Samuel D. Craig, at Quogue, Long Island; fourteen rooms, completely furnished, stable, ice-house filled, garden-plot, ocean bathing, fishing, and shooting. Apply to DAVIDSON & JONES, No. 61 Wall-st.

TO LET CHEAP—A FIRST-CLASS HOUSE, 22x52; lot 25x133; has fifteen rooms, parlor and stairs walnut; No. 349 Degraw-st., Brooklyn, near main entrance Prospect Park. Inquire next door of I. W. FIELDER.

TO RENT PARTLY FURNISHED—TO A Principal, or for the Summer to a private family, the Bedford Female Institute; terms moderate; location delightful. Address A. WILLIAMSON, Bedford, N. Y.

TO RENT—FOR PRIVATE FAMILY ONLY, the five-story English basement house, No. 43 West 19th-st.; is in excellent order, and has every modern convenience. For permits, apply to HENRY TAYLOR, Real Estate, No. 112 Broadway.

TO LET—VERY CHEAP, AT FORDHAM, near the depot, two large dwellings, stables and grounds, and three cottages and grounds. Apply to POTTER BROTHERS, or B. F. HASKIN, Fordham Depot, or JOHN B. HASKIN, 319 Broadway.

THORNTON M. RODMAN, REAL ESTATE agent, No. 696 Broadway, offers for rent the first-class brown-stone front four-story high-stoop dwelling-house, No. 322 West 14th-st. Rent, $2,500 per annum.

TO LET—FURNISHED, A THREE-STORY house on Brooklyn Heights, in Joralemon-st., near Clinton. It is neatly and newly furnished, and will be rented only to a desirable family at $1,400 per annum. Apply to No. 18 Front-st., New-York.

TO LET—NEW-DURHAM, N. J.—A FINE dwelling, fourteen rooms, cellar, with about an acre; forty minutes from New-York.
WILLIAM T. DAY, No. 189 Wooster-st.

HANDSOME COTTAGE TO RENT FOR the season or year; eleven rooms, carriage-house, &c.; near depot; $500.
C. H. OLIVER, No. 1 Park-place.

FURNISHED HOUSE, WITH STABLE attached, to let; beautifully located on the banks of the Hudson, convenient to depot. Address N. D. C., Box No. 180 *Times* Office.

RENT $900.—THE FIRST-CLASS BROWN-stone dwellings Nos 469 and 471 Tompkins-av., near Fulton-st., Brooklyn; all improvements; possession at once. Apply to owner, as above.

AT ASTORIA.—TO LET—A HOUSE ON Remsen-st., with eleven rooms gas, water, &c.; one-fourth acre of ground, fruit, &c.; possession immediately. Apply to JACOB F. WRIGHT, Astoria.

TO LET—ON THE CENTRAL PARK, FOR $2,000, the elegant four-story brown-stone house No. 2 East 86th-st. Apply to E. N. TAILER, Jr., No. 47 Walker-st.

$700 RENT.—FURNISHED HOUSE IN City of Bridgeport, Conn.; all improvements; fourteen rooms; central location. Call on owner, No. 723 6th-av.

TO LET.—$50 PER MONTH FOR A NEW three-story brick dwelling in Brooklyn, $75 for a brown stone; each 20x45x100.
RUFUS K. McHARG, No. 77 Cedar-st.

A FEW UNFURNISHED HOUSES still on hand to rent from May 1. Apply to E. H. LUDLOW & CO., No. 3 Pine-st., or 35 East 17th-st.

A $1,200 HOUSE TO LET—NO. 325 EAST 41st-st., (Cutting's Hill,) three stories, high stoop, stone front; all improvements. OWNER, 723 6th-av.

TO LET, FURNISHED—PRIVATE FAMily only, No. 15 Park-av.; rent $300 per month. Apply on premises.

## STORES, &C., TO LET.

OFFICES TO LET IN TIMES BUILDING.
SPLENDID OFFICES TO LET IN THE FIRE-PROOF TIMES BUILDING.
Apply at TIMES COUNTING-ROOM.

TO LET—THE FIRST FLOOR, STORE, AND basement, No. 7[illegible]6 Broadway; extra size and well lighted; will be rented at a low price
Apply to HORACE S. ELY,
No. 22 Pine-st.

TO LET OR LEASE—FOR ONE OR FIVE years, fourth loft in building No. 93 East 4th-st., 25 feet front, 96 feet deep; water and water-closet, with hoist wheel, very light. Also, a loft in No. 3 Extra-place. Inquire of C. MYERS, No. 26 2d-av.

OFFICES TO LET, IN BIBLE HOUSE, 4th-av., 8th and 9th sts. Desirable rooms, having steam heat, can be secured on second or third stories. Apply at Treasurer's Office of American Bible Society.

A FEW STORES AND OFFICES ON AND in the vicinity of Union-square, to rent.
Apply to E. H. LUDLOW & CO.,
No. 3 Pine-st., or No. 35 East 17th-st.

BROADWAY.—TO LET, THE FIRST LOFT in the double marble building, 50x200, running through to Crosby-st. Apply to
J. O. FOWLER, No. 96 Nassau-st.

OFFICES TO LET, WITH OR WITHout steam-power. Apply to BOWNE & CO., No. 65 Liberty-st.

TO LET—THE TWO WELL SITUATED stores, together or singly, Nos. 170 and 172 Centre-st., near Canal. Inquire on premises.
GEO. W. READ & CO.

LOTS TO LET—AT CORNER OF 4TH-AV., 93d and 94th sts., suitable for garden or green-house. Apply at No. 73 William-st.

## MISCELLANEOUS.

EDWARD H. DIXON, M. D., HAS REmoved his private hospital to the vicinity of his residence, No. 42 Fifth-av. Spacious apartments and competent nurses are provided for those who require careful dietetics or constant surgical attendance. Specialty: The more obscure diseases of the Pelvic Viscera; Hernia and its radical cure; Stricture and its associate disease, Irritability of the Bladder; Varicocele, Hemorrhoids; Fistula and its consequences. Consultations at Dr. D.'s residence from 8 to 9, 1 to 3, and 7 to 9, evenings.

## INSTRUCTION.

Mount Washington Collegiate Institute,
NO. 40 WASHINGTON-SQUARE (SOUTH.)
DR. GEO. W. CLARKE, PRINCIPAL.
Prepares pupils of all ages for business or college.

CHARLIER INSTITUTE
FOR BOYS & YOUNG GENTLEMEN.
BOARDING AND DAY SCHOOL.
Nos. 126 and 128 East 24th-st.

ANTHON GRAMMAR SCHOOL,
No. 252 Madison-av.
School hours, 9¼ A. M. to 2½ P. M.

YONKERS MILITARY INSTITUTE.
A BOARDING SCHOOL
for making boys intelligent, healthy, Christian men.
ESTABLISHED 1854.
Earnest teaching; common-sense management.
BENJAMIN MASON, Box No. 654, Yonkers, N. Y.

JACKSON MILITARY INSTITUTE.
Tarrytown, N. Y. Established 1857.
Address Rev. F. J. JACKSON, M. A., Principal.

ST. MARK'S SELECT FAMILY SCHOOL, near Rochester, N. Y., in open country, for boys under fifteen; scholars received at any time; can remain during Summer vacation. Terms, $300 per annum. Reference Right Rev. Bishop Coxe, Buffalo, N. Y. REV. THOS. DRUMM, M. D., Rector.

COLLEGIATE AND COMMERCIAL Institute, New-Haven, Conn.—Preparatory to college, the scientific schools, or business. Summer session begins April 2, 1873.

CLAVERACK COLLEGE AND HUDSON River Institute, at Claverack, N. Y., for both sexes; 187 furnished rooms; 20 instructors. Students are received at any time. ALONZO FLACK, President.

MISS BULKLEY'S BOARDING AND Day School for Young Ladies, Tarrytown, N. Y., will continue as usual. Present year will close June 25, 1873. Next school year will commence Sept. 17, 1873.

$200 PER YEAR.—HEMPSTEAD INSTITUTE, Long Island, E. HINDS, A. M., Principal.

SCHOOL PROPERTY WANTED—Either by sale or lease. Address Rev. W. E. KINGSBURY, Charlton, N. Y.

A. WILLIAMSON'S FAMILY SCHOOL for boys, at Bedford, Westchester County, N. Y., will reopen May 5.

GOLDEN HILL SEMINARY FOR YOUNG LADIES, Bridgeport, Conn. Address Miss EMILY NELSON.

MISS SITTER'S ENGLISH AND FRENCH school for children, No. 208 East 18th-st. Spring term commences April 14. Reopens Sept. 24.

PARKSIDE.—A HOME AND SCHOOL FOR little boys, Hartford, Conn.
Mrs. S. L. READ, Principal.

ELIZABETH COLLEGIATE SCHOOL—A home for boys, Elizabeth, N. J.
REV. J. C. WYCKOFF.

MISS S. M. PARKHURST'S HOME School for Young Ladies, Newburg, N. Y.—The Spring term will commence MONDAY, April 14.

## TEACHERS.

A UNIVERSITY GRADUATE, AND valedictorian of his class, now studying law, desires a position as tutor; two years' experience; the highest references from the college faculty and parties in this City; thorough instruction in English, mathematics, and the classics. Address DELTA, Box No. 1,381 Post-office.

A GERMAN LADY, WHO HAS FINished the education of children in two families, and has great experience in teaching, is desirous of finding a situation as governess; English branches, French, music, drawing, &c.; references exchanged. Address M. P., care of F. W. Christern's foreign book-store, No. 77 University-place.

## SITUATIONS WANTED.

FEMALES.

ADVERTISEMENTS ARE RECEIVED FOR THE NEW-YORK TIMES
At the "Times" Up-Town Office,
No. 54½ West 32d-st., junction Broadway and 6th-av.
And the "Times" West-Side Office,
No. 308 West 23d-st., corner of 8th-av.
NO EXTRA CHARGE WHATEVER.

CHAMBER-MAID.—BY A YOUNG WOman as first-class chamber-maid or regular waitress; capable of taking full charge of a dining-room; excellent City reference. Call at No. 40 West 13th-st., rear.

COOK.—PROTESTANT; FIRST CLASS, UNexceptionable City references; besides elaborate cooking, is a good bread and biscuit baker; wages, $25; age forty. At Aubrey's Select Family Office, No. 437 6th-av., between 26th and 27th sts., up-stairs.

COOK, WASHER, AND IRONER—For a small family, a neat and nice-looking young Irish girl of the better class; City references; City only; wages, $16. At Aubrey's Select Family Office, No. 437 6th-av., above 26th-st., up-stairs.

COOK—LAUNDRESS.—A LADY GOING to Europe wishes to get a situation for her cook, and also for her laundress. They can be seen for two days at No. 132 West 23d-st.

HELP FOR ALL WORK CONSTANTly on hand; German, American, English, Scotch, and Irish. Call at M. HILD'S, No. 127 Norfolk-st.

HOUSEKEEPER.—BY AN ENGLISH woman, as housekeeper or cook. Call at No. 106 6th-av., over blue store.

LADY'S MAID.—A FIRST-CLASS FRENCH maid to go with a lady to Europe preferred; a beautiful hair-dresser; unexceptionable City reference. Apply at Aubrey's Select Family Office, No. 437 6th-av., between 26th and 27th sts., up-stairs.

LAUNDRESS.—FIRST-CLASS PROFESSED laundress; five years' City reference to one family, one year to another; age thirty; wages $20 or $18. At Aubrey's Select Family Office, No. 437 6th-av., between 26th and 27th sts., up-stairs.

NURSERY MAID.—THREE YEARS' CITY reference, to a 5th-av. family, at whose house she can be seen, wishes to go to Europe with a good family; will attend an invalid lady; is strictly first-class. Call at Aubrey's Select Family Office, No. 437 6th-av., up-stairs.

NURSE, &c.—BY A NURSE AND SEAMstress; a beautiful hand and machine sewer; will assist or do chamber-work; City or country; eighteen months' best City reference from last place. Call at No. 321 6th-av.

WAITRESS.—FIRST-CLASS; PERFECTLY capable of filling a man's place at waiting, making salads, and the care of plate; neat, quick, genteel; best City reference to last employer; wages, $18. Apply at Aubrey's Select Family Office, No. 437 6th-av., up-stairs.

MALES.

COACHMAN.—BY A SINGLE MAN; HAS lived and driven in first-class families in most of the cities down South and in this City; can furnish good references in every respect; none but first-class families need apply. Call or address for two days D. W., No. 32 East 40th-st., private stable.

COACHMAN AND GARDENER.—BY a first-class coachman and gardener, married; wife will do chamber-work and waitress; no family; first class reference from last employer. Address C. Tompson, Box No. 246 *Times* Office.

COACHMAN, &c.—BY A SINGLE YOUNG man as coachman and groom in City or country; thoroughly understands his business; willing to make himself generally useful; has good City references. Call on or address J. L., No. 51 East 14th-st.

COACHMAN AND GARDENER.—BY A respectable young man, aged twenty-six years; is a good driver and groom; can milk, and garden, &c.; prefers the country; good recommendation. Can be seen at No. 138 West 11th-st., corner of 6th-av.

COACHMAN AND GARDENER.—BY A single man, Swede; in City or country; willing to make himself useful. Address for three days No. 111 East 4th-st., first floor.

COACHMAN.—A GENTLEMAN WISHES A situation for his coachman; excellent groom, careful driver, strictly sober and honest; is a Protestant. Call on or address R. B., No. 219 West 41st-st.

COACHMAN.—BY A MARRIED MAN; HAS the best of references; leaving on account of the family going to Europe. Call or address T. L., No. 143 West 17th-st., or No. 77 5th-av.

GARDENER, COACHMAN, &c.—BY A young man, aged 23 years; thoroughly understands gardening, driving and care of horses, milking, and general work about a gentleman's place; willing to go in City or country; best recommendations. Can be seen at 138 West 11th-st., corner 6th-av.

GARDENER.—BY A SINGLE MAN WHO thoroughly understands the cultivating of green-houses, graperies, vegetables, fruit, and lawn; best reference from last employer. Address A. B., Box No. 245 *Times* Office.

USEFUL MAN—COOK, WASHER, AND Ironer.—By a son and mother, (Protestants,) lately landed; son understands care of horses, working in garden, and general work on a gentleman's place; mother is a thorough family servant; excellent cook, &c.; both desire a good home in City or country at moderate wages. Can be seen at No. 138 West 11th-st., corner 6th-av.

WAITER.—BY A RESPECTABLE SINGLE man, with nine years' City reference from last place; thoroughly understands his duties; has no objection to the country. Can be seen, or address R. P., No. 42 Union-square, in fruit-store.

## HELP WANTED.

WAR DEPARTMENT,
QUARTERMASTER-GENERAL'S OFFICE,
WASHINGTON, D. C., April 3, 1873.
THE SERVICES OF A YOUNG CIVIL engineer of good education and habits, and of some experience, are needed in connection with the National Military Cemeteries.
Candidates are requested to submit applications and testimonials to this office, and to state terms on which they are willing to engage.
M. C. MEIGS,
Quartermaster-General,
Brevet Major-General U. S. A.

A MAN AND WIFE WANTED—THE man as gardener and to make himself generally useful, the wife to do the cooking, washing, and ironing; references required. Apply to BRADBURY BROTHERS, Nos. 312 and 314 Bowery.

WANTED—MEN WHO WRITE VERY plainly, to assist in the preparation of Trow's New-York City Directory. Address, in writing of the applicant, stating references, R. B. HALLOCK, No. 52 Greene-st. Applications in person not attended to.

WANTED—FOR A LARGE COUNTRY boarding-school, a man as cook, skilled in all kinds of cooking and in baking. Applicants may call at No. 53 East 25th-st., from 1 to 3 P. M., Monday, April 14.

FRENCH GIRL WANTED—AS UPstairs servant, for light chamber-work, sewing, and assisting the French nurse; residence Hudson River, near the City. Apply at No. 236 West 38th-st.

## AUCTION SALES.

EDWARD M. BROWN, Auctioneer.
BY BROWN AND SECCOMB.—THIS DAY, Saturday, April 12, at 11½ o'clock, within their store:
FRESH NAPLES ORANGES.
2,887 boxes fresh Naples Oranges.
Cargo brig Margherita, from Naples and can be seen on Pier No. 14 East River.
Immediately after, within their store;
The balance of cargo of steam-ship Sidonian,
About 1,000 boxes, 400 cases Valencias.
Can be seen on Pier No. 21 North River.
TUESDAY, April 15, at 11 o'clock, within their store;
MALAGA RAISINS.
300 packages Malaga Raisins.

NOTICE IS HEREBY GIVEN THAT pursuant to an order of the District Court of the United States for the Southern District of New-York, made in the matter of ALFRED WILD, bankrupt, on the 28th day of March, 1873, I will sell at auction at the Exchange Sales-room, No. 111 Broadway, in the City of New-York, on the fourteenth (14th) day of April, 1873, at 12 M., by Muller, Wilkins & Co., Auctioneers, seven second mortgage bonds of the Portage Lake and Lake Superior Ship Canal Company, $1,000 each, held by me as collateral security for a note of said company, indorsed by Alfred Wild.
THEODORE M. DAVIS,
Receiver of the Ocean National Bank.
NEW-YORK, April 9, 1873.

NOTICE IS HEREBY GIVEN THAT on April 14, 1873, at 12 M., at the Exchange Sales-room, No. 111 Broadway, in the City of New-York, I will sell at auction, by MULLER, WILKINS & CO., auctioneers, 3,000 shares of the capital stock of the Portage Lake and Lake Superior Ship Canal Company, par $100 each; 275 mortgage bonds of the Lake Superior Ship Canal, Railroad, and Iron Company, $1,000 each; 20 mortgage bonds of the Rensselaer, Sullivan, and Mattoon Railroad Company, $1,000 each, and 25 mortgage bonds of Chicago and Indiana Southern Railroad Company, $1,000 each. For further particulars apply to THEODORE M. DAVIS,
Receiver of the Ocean National Bank,
No. 19 Nassau-st., New-York City.

FOR SALE.—WILL BE SOLD AT PUBLIC auction, at the Exchange Sales-room, No. 111 Broadway, in the City of New-York, on TUESDAY, April 15, 1873, at 12 o'clock, noon, by Joseph McGuire, auctioneer, all the interest and share which Linus Wood, on and prior to the 6th day of July, 1872, had in the estate of his father, the late Linus Wood, of Middletown, N. Y., and which interest or share was, on or about said 6th day of July, 1872, transferred by said Linus Wood to me. RICHARD H. GOODHILL.

BANKRUPT SALE.—NOTICE IS HEREby given that the undersigned, will sell at public auction, at the auction sales-room of [illegible] Mount, Nos. 180 and 182 Chambers-st., City of New-York, on the 15th day of April, 1873, at 10 o'clock A. M., all the stock in trade, consisting of [illegible] brushes, leather, &c., of the estate of [illegible] D. BEHRENS, bankrupt, and of the undersigned as assignee thereof. THOMAS [illegible], Assignee.
April 7, 1873.

BANKRUPT SALE.—IN PURSUANCE of an order of the United States District Court, District of New-Jersey, the undersigned will sell at public auction at the office of E. S. Morse, Esq., No. 1 Montgomery-street, Jersey City, on WEDNESDAY, April 23, 1873, at 11 o'clock A. M., all the outstanding claims of the Lodi Print Works, bankrupts, and of the undersigned as assignee thereof—listed April 3, 1873.
NATHAN [illegible],
Assignee of the Lodi Print Works.

ART AUCTION.
TUESDAY, 15th April, at 7½ P. M.,
ROCKWOOD GALLERY, NO. 845 BROADWAY.
ROBERT SOMERVILLE will sell the WATER-COLORS AND PENCIL DRAWINGS, &c., of the late Mr. J. F. KENSETT; also a number of FINISHED PICTURES by LOUIS LANG.

AUCTION SALE OF APPLE AND pear trees, grapevines, currant, gooseberry, raspberry, and blackberry bushes, arbor vitae, and a large assortment of ornamental and flowering shrubs, on TUESDAY, April 15, at 11 A. M., at No. 16 Dey-st.
WM. ELLIOTT, Auctioneer.

## MUSICAL.

A GREAT OFFER FOR APRIL!
Horace Waters & Son, 481 B'way, N. Y., Will dispose of 100 PIANOS and ORGANS of first-class makers, including Waters', at EXTREMELY LOW PRICES FOR CASH, DURING THIS MONTH. New seven-octave PIANOS, modern improvements, for $275, cash. THE WATERS CONCERTO PARLOR ORGANS are the most beautiful in style and perfect in tone ever made. Other Organs, $55 up, for cash. Monthly installments received, from one to three years. New and second-hand instruments to let, and rent applied if purchased. Illustrated Catalogues mailed.

THE BEST ORGANS
On the EASIEST TERMS.
"The Silver Tongues,"
On rental and sale per installment plan.
Come direct to the factory and wholesale warerooms.
E. P. NEEDHAM & SON. (Estab'd 1846.)
143, 145 and 147 EAST 23D-ST., N. Y.
FORTY different STYLES at varying prices.

AT HAINES BROS.',
No. 27 Union-square,
First-class handsome new PIANO-FORTES for sale on very reasonable terms, and several used a little, very low for cash.

A LARGE STOCK OF PIANOS, SQUARE AND UPRIGHT, to rent or sell cheap; rent allowed on purchase. Call at M. M. MERRELL'S, No. 8 Union-square, (No. 18 4th-av.)

CHORISTER WANTED—WITH A GOOD baritone or strong tenor voice, to lead the congregational singing in a Presbyterian church in this City; a good organ is used in the church. Applications, which will be strictly confidential if requested, may be addressed to Chorister, Box 2,306 Post-office.

MELODEON.—A GOOD MELODEON FOR sale, five octaves, rose-wood case; price $30. Apply at No. 780 Greenwich-st., third floor.

## DRY GOODS.

R. BROWN,
NO. 519 BROADWAY,
HAS A COMPLETE STOCK OF
REAL LACES,
IMIT. LACES,
DRESS TRIMMINGS,
MACHINE TRIMMINGS,
AT POPULAR PRICES.

NEW-YORK DYEING AND PRINTING ESTABLISHMENT, STATEN ISLAND.
Established in 1819.
No. 98 Duane-st., near Broadway,
No. 752 Broadway, near 8th-st., } NEW-YORK.
No. 610 6th-av., near 35th-st.,
Nos. 166 and 168 Pierrepont-st., near Fulton, BROOKLYN.
No. 40 North 8th-st., PHILADELPHIA.
DYE, CLEANSE, and REFINISH every variety of Ladies' and Gentlemen's GARMENTS and PIECE GOODS; also, CLEANSE WINDOW-SHADES, CURTAINS, and CARPETS in their usual superior manner. Note.—These are our only offices.

MATTINGS.—RED, WHITE, AND FANCY Mattings, Woolens, Cloths, Cassimeres, at greatly reduced prices for cash.
A. LESTER & CO., No. 103 Chambers-st.

## BANKRUPT NOTICES.

NOTICE OF ASSIGNMENT.—NOTICE is hereby given that WILLIAM H. WAUSER, of Jersey City, has made an assignment to the undersigned for the benefit of his creditors, and that the said creditors are required to present their claims, under oath or affirmation, to the undersigned, or either of them, at No. 18 Wall-street, New-York, or No. 28 Montgomery-street, Jersey City (office of Potts & Linn, Attorneys), within three months from this date, or be forever barred from coming in for a dividend of said estate. And said creditors are further notified that a list of the claims against the said William H. Wauser will be filed with the Surrogate of the County of Hudson before the ensuing May term of the Orphan's Court, when exceptions thereto may be filed by any person interested.—Dated Jan. 21, 1873.
NATHANIEL NILES,
SARGENT V. BAGLEY,
Assignees.
m8-law6wS

IN THE DISTRICT COURT OF THE United States for the Southern District of New-York.—In the matter of JAMES G. HIRSH, bankrupt.—In Bankruptcy.—The said bankrupt having applied to the Court for a discharge from his debts: By order of the Court: Notice is hereby given to all creditors who have proved their debts and other persons in interest, to appear on the 18th day of April, A. D. 1873, at 12 o'clock, in the forenoon, at chambers of the said District Court, before Isaac Dayton, one of the registers of the said Court in Bankruptcy, at his office, No. 321 Broadway, in the City of New-York, Room No. 6, and show cause why the prayer of said petition of the bankrupt should not be granted, and why a discharge should not be granted to the said bankrupt.—Dated New-York, March 28, 1873.
GEO. F. BETTS, Clerk.
mh29-law3w8*

NO. 3,883.—IN THE DISTRICT COURT OF the United States for the Southern District of New-York.—In the matter of BERNARD HIRSH, bankrupt.—In Bankruptcy.—To whom it may concern: The undersigned hereby gives notice of his appointment as assignee of the estate of Bernard Hirsh, of the City of New-York, in the County of New-York, and State of New-York, within said district, who has been adjudged a bankrupt upon the petition of his creditors, by the District Court of said district.—Dated at New-York City, the 28th day of March, A. D. 1873.
JOHN H. JUDKINS, Assignee.
mh29-law3w8a*

IN THE DISTRICT COURT OF THE United States for the Southern District of New-York.—In the matter of GILBERT F. HENSHAW, bankrupt.—In Bankruptcy.—Before Isaac T. Williams, Register.—To whom it may concern: The undersigned hereby gives notice of his appointment as assignee of the estate of Gilbert F. Henshaw, of the City of New-York, in the County of New-York and State of New-York, within said district, who has been adjudged bankrupt upon his own petition by the District Court of said district.—Dated at New-York City the 28th day of March, A. D. 1873.
FERDINAND T. HOPKINS, Assignee,
No. 41 Water-st., New-York City.
mh29-law3wSa*

IN THE DISTRICT COURT OF THE United States for the Southern District of New-York.—In the matter of JOHN B. BORST, Jr., bankrupt.—In Bankruptcy, before John Fitch, Register. To whom it may concern: The undersigned hereby gives notice of his appointment as assignee of the estate of John B. Borst, Jr., of New-York, in the County of New-York and State of New-York, within said district, who has been adjudged bankrupt upon his own petition by the District Court of said district.—Dated at New-York City, the 18th day of February, A. D. 1873. FRANCIS C. SPEIGHT, Assignee,
No. 160 Chambers-st.
ap5-law3wS*

## REAL ESTATE WANTED.

WANTED—A HOUSE IN, OR VICINITY of, Twentieth Ward, Brooklyn, in exchange for desirable unincumbered lots [on] Bedford-avenue Boulevard, Brooklyn. O. H. PIERSON, auctioneer and dealer in real estate, No. 5 Pine-st.

# OCEAN TRAVEL.

## Comparative Safety of Passage Across the Atlantic—List of Lost Steam-ships—New Vessels.

During the last thirty-two years—from 1841 to 1873—counting only steam-ships used for transatlantic voyages between the United States, England, and the Continent, forty-four ships have been lost, as follows:

*Wooden Steamships.*

| | |
|---|---|
| Humboldt. | Arctic. |
| Franklin. | Pacific. |

*Iron Steamships.*

| | |
|---|---|
| President. | North Britain. |
| Columbia. | Caledonia. |
| City of Glasgow. | Norwegian. |
| City of Philadelphia. | Bohemian. |
| City of Boston. | Nova Scotian. |
| City of New-York. | United Kingdom. |
| Lyonnais. | Hibernia. |
| Tempest. | Union No. 1. |
| Austria. | Lafayette. |
| Canadian, No. 1. | Cambria. |
| New-York. | Scotland. |
| Indian. | Union No. 2. |
| Arago. | Glasgow. |
| Hungarian. | Cleopatra. |
| Connaught. | Zoe. |
| United States. | Mina Thomas. |
| Canadian No. 2. | St. George. |
| Britannia. | Atlantic. |
| Anglo-Saxon. | Chicago. |
| Colorado. | Germania. |

Of these the President, City of Glasgow, City of Boston, Pacific, Tempest, United Kingdom, and Mina Thomas foundered at sea, never having been heard from. The dangers of the coast of Nova Scotia are well shown from the fact that between 1857 and 1864 nine iron steamers, running from the mouth of the St. Lawrence to Portland, were lost.

### Comparative Safety of Ocean Travel.

The loss of the steam-ship Atlantic naturally tends to produce a feeling of distrust on the part of those whose business takes them down to the sea in ships. A moment's reflection, however, suffices to show that ocean steam-ship travel is as nearly a perfect immunity from danger or accident as can come within the range of human possibility. Indeed, the number of accidents, accompanied with loss of life, that occur from various causes on land will probably far outnumber the loss of life on the ocean-going steamers. Prior to the introduction of steam-ships, when vessels had to rely upon the wind for propulsion, the loss was much greater, owing to the fact that they were at the mercy of the winds and waves, which they had no means of battling against, if they proved adverse. But now that the ocean passage is reduced to little else than a ferry, it would be obviously unjust to consider the dangers incidental to sailing ships as an element of danger in crossing the ocean.

The following statement will fully exhibit the almost entire absence of danger:

The Williams & Guion line, formerly the Black Star line of packet-ships, which were engaged in running from Liverpool to New-York for twenty-four years, carrying on an average about 20,000 passengers yearly, during which time they never lost a ship or a life by accident. In August, 1866, the Williams & Guion Steam-ship line was established, and since that time they have run six steamers, each making eight round trips per year, carrying, on an average, 600 passengers to New-York, and 100 from New-York, each trip, making about 700 passengers per round trip, or a total per year of 33,600, and a grand total of passengers carried since the steam-ship line was established of fully 250,000. In January, 1868, the Chicago, belonging to this line, ran ashore near Queenstown, and became a total wreck, all hands being saved. Since then the Colorado was run into in the Mersey, and six passengers jumped overboard and were drowned. All the others were saved.

The Cunard line is the oldest steam-ship line plying between Great Britain and the United States, having been established in 1840. They now have twenty-three vessels engaged in carrying passengers. In the year 1871 133 round trips were made, conveying 48,500 passengers to New-York, and 13,119 from this port—a total of 61,619. In 1872 137 round trips were made, carrying 56,222 to New-York and 16,141 from New-York—a total of 72,363. The Cunard line has lost the Columbia and Tripoli.

The Anchor line has twenty-nine first-class vessels engaged in the passenger trade. The following is the number of round trips made and passengers carried each year:

| | Round Trips. | Average per Trip. | Total for Year. |
|---|---|---|---|
| 1865 | 15 | 280 | 4,200 |
| 1866 | 30 | 300 | 9,000 |
| 1867 | 38 | 370 | 11,400 |
| 1868 | 50 | 320 | 16,000 |
| 1869 | 50 | 320 | 16,000 |
| 1870 | 70 | 340 | 22,300 |
| 1871 | 103 | 340 | 35,020 |
| 1872 | 101 | 350 | 35,350 |
| Total | 457 | ... | 150,770 |

In the early years of the company they were very unfortunate, losing three ships, as follows: In 1866 the United Kingdom left New-York with sixty passengers, and was never heard of. In 1867 the Hibernia was lost and seventy passengers perished, and in 1868, 120 went down with the Cambria, making a total of 250 lives lost.

The National steam-ship line runs to and from New-York, and Liverpool and Queenstown. It was established in 1865, then running six vessels, it now has twelve. The following is the number of trips made and passengers carried each year:

| Year. | Round Trips. | Total Passengers. |
|---|---|---|
| 1866 | 52 | 24,912 |
| 1867 | 48 | 29,026 |
| 1868 | 51 | 32,600 |
| 1869 | 60 | 41,662 |
| 1870 | 64 | 42,191 |
| 1871 | 66 | 36,925 |
| 1872 | 73 | 52,685 |
| Total | 414 | 271,001 |

No vessels or lives lost.

The French line of steamers was established in 1864, running between New-York and Havre. They have eight steamers, making seven round trips each yearly. They carry cabin passengers only. The average number of passengers per trip is about 260 to New-York and about 250 to Havre. During the first five years the average was only about one-half that number, making an average of 7,000 per year for five years; total, 35,000. An average of 25,200 per year for three years and a half; total, 88,200. Total passengers carried since established, 123,200. No vessels or lives lost.

The Inman line was established in 1854, and has fourteen vessels. The following is the number of passengers carried each year, given in round numbers: From 1854 to 1863 inclusive, average, 30,000 yearly; total ten years, 300,000.

| | | | |
|---|---|---|---|
| 1864 | 42,000 | 1869 | 50,000 |
| 1865 | 46,000 | 1870 | 58,000 |
| 1866 | 49,000 | 1871 | 60,000 |
| 1867 | 48,000 | 1872 | 64,000 |
| 1868 | 52,000 | | |
| Total | | | 787,000 |

In the year 1870 the City of Boston sailed for Europe with 177 passengers, and has never since been heard of.

Prior to this line of steam-ships becoming the German line, it was the property of another corporation, during whose management the City of Glasgow was lost, with 480 souls on board.

The Hamburg-American Packet Company was established in 1855, and is now running eleven steamers between this port and Hamburg. The following is the average number of trips made and passengers carried:

| | |
|---|---|
| 1855 to 1865, ten years; average number of trips yearly, 20; average number of passengers per trip, 280. Total passengers in ten years | 56,000 |
| 1865 to 1868, three years; average number of trips yearly, 35; average number of passengers per trip, 300. Total three years | 31,500 |
| 1868 to 1870, two years; average number of trips yearly, 50; average number of passengers per trip, 320. Total two years | 32,000 |
| 1871, 64 round trips; average per trip, 350. Total | 22,400 |
| 1872, 75 trips; average per trip, 530. Total | 39,750 |
| Total | 181,650 |

In 1858, a steamer belonging to this line was lost off the coast soon after sailing, but no lives were lost.

The North German Lloyds was established in 1858, and now have thirteen vessels running. Last year they made seventy-five round trips, carrying, in round numbers, 57,000 passengers. During the first ten years the company was established they averaged about forty trips yearly, carrying an average of 30,000 passengers. During the next three years they averaged about sixty trips yearly, and about 45,000 passengers:

| | |
|---|---|
| 1858 to 1868, ten years, 30,000 yearly | 300,000 |
| 1868 to 1871, three years, 45,000 yearly | 135,000 |
| 1872 | 57,000 |
| Total | 492,000 |

In November, 1870, owing to the war between Germany and France, the ships of this line had to go round by Scotland, and the Union was lost near Peterhead, on the north shore of Scotland. No lives were lost.

The Baltic Lloyds, established in 1871, has five ships, which have made the following trips:

| | Trips. | Average Passengers. | Total. |
|---|---|---|---|
| Humboldt | 8 | 650 | 5,200 |
| Franklin | 7 | 680 | 4,760 |
| Thorwaldsen | 3 | 600 | 1,800 |
| Ernst Moritz Arndt | 1 | ... | 685 |
| Total | | | 12,445 |

No ships or lives lost.

The White Star line was established two years ago. The accident to the Atlantic is the first of its kind that has occurred to this line. The following are the trips made and passengers carried:

| | Trips. | Average Passengers. | Total. |
|---|---|---|---|
| Atlantic | 19 | 900 | 17,100 |
| Oceanic | 18 | 800 | 14,400 |
| Baltic | 13 | 800 | 10,400 |
| Republic | 9 | 800 | 7,200 |
| Adriatic | 10 | 800 | 8,000 |
| Celtic | 6 | 800 | 4,800 |
| Total | | | 61,900 |

Lost Atlantic with, supposed, 546 passengers. The Baltic ran ashore in going into Liverpool on her first return voyage, and damaged her bottom so badly that she was withdrawn from the line for several months. Her repairs cost some £40,000. The Republic was seriously strained on her first voyage, and had several of her bow-plates stove in while docking.

### The New Steam-Ship Pembroke, of the Cardiff Line.

The Pembroke, the second steam-ship belonging to the South Wales Atlantic Steam-ship Company, or Cardiff line, arrived at this port on Monday evening last, having left Cardiff on the 24th March. She is in build similar to the Glamorgan. Another vessel, the Carmarthen, is now building, and will arrive here in a few months. This vessel will be 500 tons larger than either the Pembroke or Glamorgan. The Pembroke was built by W. Simons & Co., at Renfrew, on the Clyde. Her length from stem to stern is 335 feet 6 inches; breadth of beam, 33 feet 6 inches; depth of hold, 28 feet 7 inches, and the gross tonnage, 2,409 tons. She has four decks, the upper one forming an excellent area for promenade. Her engines are compound, surface condensing. There are four cylinders, two being 58 inches and the other two 30 inches in diameter. The stroke is 3 feet. The steam is supplied by two boilers heated by twelve furnaces, and the daily consumption of coal is from 30 to 32 tons. The steam pressure is 60 pounds to the square inch. Her nominal horse-power is 400, but she is capable of working up to 1,800 horse power. On the upper deck are three steam winches, used in loading and reloading cargo, &c., and a special engine is reserved to be used in case of fire, there being over 300 feet of hose on board. The screw is 16 feet in diameter, and the propeller has a pitch of 22 feet. She has six boats, four of which are life-boats. There are two masts and one funnel, and she is ship-rigged. The saloon is amidships, extending from side to side, and is beautifully fitted up. She has accommodations for forty first-class, fifty second-class and 500 steerage passengers. The state-rooms and cabins are supplied with all modern improvements. The entire ship is well ventilated, and all the latest improvements are introduced. The vessel is steered by Chalburn's new steering gear, worked by the officer on the bridge. The chart-room is on the upper deck, and at the rear is a large smoking-room for gentlemen. The commander of the Pembroke is Capt. Henry C. Williams, an old seaman and an experienced commander. The other officers are as follows: First officer, William Robson; second officer, Alexander Houton; third officer, William Morgan; doctor, Wm. Elliott; purser, Bernard Vrain; steward, Wm. Atterby; chief engineer, Wm. Gardner; second engineer, John Campbell; third engineer, Andrew Beauchop; fourth engineer, Robert Brown; fifth engineer, Wm. Robinson; sixth engineer, John Sunner. The agents of the line in this City are Messrs. Archibald Baxter & Co., of No. 17 Broadway. The Pembroke will sail for Cardiff on her return voyage on Saturday next.

### The New French Steam-Ship Ville du Havre.

The General Transatlantic Steam-ship Company have recently added another steamer to their fleet. The Ville du Havre, the arrival of which was referred to in THE TIMES of Thursday, was built to take the place of the Layfayette, which was burned off Havre about a year ago. She is probably the largest vessel afloat, with the exception of the Great Eastern. Her length from stem to stern is 423 feet; breadth of beam, 49 feet; depth of hold, 45 feet. She has three cargo and two passenger decks. The hull was built by Andrew Leslie & Co., of Newcastle, and the engines by Maudslay, Son & Field, of London. The nominal horse-power of the engines is 1,200, capable of working up to 3,900. There are four cylinders, two 80 inches, and two 38 inches in diameter, with a stroke of 4 feet 6 inches. The diameter of the screw is 19½ feet. The steam is supplied by 5 boilers, heated by 32 furnaces, and the average consumption of coal is 55 tons per day. Her gross tonnage is 5,086, and she can carry at least 3,200 tons of cargo. She is bark rigged, has two funnels, eight boats, and four winches, the latter being used for hoisting cargo, sails, &c. The wheel-house and steering apparatus are on the main deck, and is connected by telegraph with the officer on the bridge, nearly 300 feet distant. The passenger accommodation of the Ville du Havre is as follows: 190 first class, 120 second class, and 500 steerage passengers. The first-class saloon is amidships, extending from side to side, the dimensions being 52 by 46 feet. The sides are of marble, and several oil-paintings, a piano, library, &c., adorn the apartment. In the centre there is a double stove, which thoroughly heats the room, and steam-pipes run throughout the ship, making each room comfortable in the coldest weather. The ladies' boudoir adjoins the saloon, and is decorated with paintings, and the lounges are covered with blue velvet. The state-rooms are large and airy. The second-class saloon is on the same deck, but about 150 feet forward of the main saloon. It is a large and comfortable apartment, the dimensions being about 40 by 25 feet. The sleeping apartments of the second-class passengers are on the deck below; they are about the same size as the first-class, and are neatly fitted up. The entire vessel is well ventilated, and all the latest improvements are introduced. The upper deck forms a splendid promenade, the passengers having the use of the entire deck, nearly 150 yards in length. A number of good seats are fastened to the deck, and in fine weather nothing could be more desirable as a promenade. The officers of the Ville du Havre are as follows: Captain, M. Surmont; Second Captain, Eugene Garay; First Lieutenant, Vie; Second Lieutenant, Gaillard; Third Lieutenant, Viel; Chief Engineer, Parent, and seven assistants; Physician, Allanie; Purser, Grelle. The vessel will be open to public inspection to-morrow.

### In Defense of Capt. Williams—The Company to Blame.

*To the Editor of the New-York Times:*

I write on behalf of Capt. Williams, of the ill-fated Atlantic, and as briefly as possible. Gladly acknowledging the ability and rare independence with which your paper is conducted, I cannot resist the conviction that in your recent sweeping and savage criticisms on the officers of the Atlantic, you have done a cruel, though well-intended, wrong to brave but unfortunate men. In an emotional crisis like this, popular judgments, based as they are on sentiment and imperfect deductions from conflicting and unauthentic details, are generally wrong. In the present instance, the catastrophe was so terrible that the first and immediate instinct of the public was to lay its finger on the culpable party or cause of the accident. People felt that the responsibility must be laid on some person, and, without waiting for facts, they picked out Capt. Williams as the scape-goat for his brother officers and the White Star Company. Against this hasty assumption I wish to record my humble protest, for the reasons hereinafter stated. Briefly, the charges against the Captain are these:

1. He showed incompetence in being so far "out" in his reckoning of the ship's position.

2. He had no right to delegate the charge of the vessel, when he did, to inferior officers.

3. He was criminally negligent in retiring to the chart-room when he did.

4. He displayed cowardice in not being the last to leave the wreck.

5. He was generally reckless and intemperate.

Now, I have not the time, nor have you, perhaps, the space, for a detailed discussion of these several points, and all I propose to do is to suggest certain possible explanations which may relieve Capt. Williams of a large portion of the odium at present attaching to him. In the first place, both Williams and the first officer took the bearings carefully and severally about midnight on Monday, and arrived at exactly the same results. Their calculations during the voyage, up to that point, had proved correct, and there was nothing to show that they were not equally true on this last occasion. But the coast is what is called an iron-bound coast, which causes the needle to deviate considerably; and the ocean in its vicinity is intersected at every point by innumerable currents, extremely strong and treacherous, being so variable and shifting that they are not laid down on the chart. For these circumstances Capt. Williams made what he believed, and many in his place would believe, to be sufficient allowance. That allowance, unfortunately, was *not* sufficient. But to show how difficult the navigation is off Nova Scotia, I may remind your readers that some three years ago one of the most experienced commanders in the transatlantic service, in the employ, if I remember right, of the Cunard line, and familiarized by long experience with these seas, ran his vessel on shore much in the same way as Capt. Williams has done. Ask any experienced seaman who is familiar with the Nova Scotian coast, and he will tell you the same thing.

2. When Capt. Williams went to the chart-room the night was clear; he had just taken his calculations; he gave strict orders that he should be called whenever anything was seen, and, in any event, sharply at 3 o'clock; he lay down, with his clothes on, within easy hail of the bridge, and he left the ship in charge of an officer who, from his position, ought to have been fully competent for the place. This officer, Mr. Metcalf, was warned by one of the sailors shortly after 2 o'clock, but failed to report to the Captain, and the fourth officer was also cautioned, with a like result. [And here it may be interjected that, however much we may deplore the thin-skinnedness of Metcalf in snubbing his inferior and refusing to profit by his advice, there are few men who would not summarily snub a subordinate who, with whatever good intention, volunteered to teach their superior officers how to navigate.] If the Quarter-master was so certain of danger, why did he not rouse the Captain? But the point I wish to bring into prominence is, that the Captain's orders that he should be wakened were not obeyed. Further, it is at least possible that if Williams had been called sharply at 3 o'clock, the ship might have been saved; but he was not roused till fifteen or twenty minutes after, and then only by the striking of the vessel. There is no doubt that he should not have left the deck at all. But has any of his incriminators stopped to ask how much sleep, if any, he had had previously? We know the Atlantic encountered terrific storms, and it is just possible that Capt. Williams had scarcely been in bed for two or three successive days and nights. And now that the storm had partially gone down, and the sky had cleared, and Capt. Williams had calculated his position, and left the ship in charge of officers whose position should have guaranteed their competency, is it to be wondered at very much that he threw himself down, undressed, in the chart-room, within a few yards of the bridge, to snatch a hasty rest, to prepare himself for the fatigue and anxieties of the morning's work? Bear in mind, I do not hold him guiltless; I merely throw in these suggestions to show that there are two sides to every question. Suppose the Captain had been wakened at 3, and had seen his danger, and reversed the engines, would his previous conduct have been censured so deeply as it has been? Yet, the crime, supposing it a crime, is made none the more criminal because many lives were lost.

4. As to the charge of cowardice, that, I think, may be safely left to die a natural death. Every intelligent and unprejudiced witness of the fatal wreck who has spoken, testifies to the coolness, judgment, bravery, and unselfishness of Capt. Williams and his officers, with one possible exception, in the supreme moment. Although not strong, and probably weak from want of sleep, and burdened by a fearful responsibility and the thought of a terrible reckoning to come, Williams remained at his post cool and collected, giving his orders to this man and that, and passing the passengers from the wreck to the shore for hours, until only fifteen were left, and in safety, and his hands and feet were perfectly powerless. Even after he was taken ashore, he fainted three times, but was almost immediately at duty again.

5. Lastly, as to the alleged intemperance, I know nothing but what I have read in the papers, but although I have studied the columns of THE TIMES, and those of the other prominent daylies in this city, I have not come across a single fact in support of this charge, which would have a moment's weight with any jury in the world. In crises like these there are an immense number of well-meaning persons who indulge in thoughtless exaggerations of any little circumstance which they have heard or read about the leading personages of the tragedy. A disappointed steward, a grumbling and vindictive passenger, a foolish man who is anxious for a little cheap notoriety, will spread sensational reports affecting a poor man's character, which fly like wild fire round the country, and soon find a place in the columns of the daily Press.

Finally, I would suggest that the larger share of the odium should be lifted from off the shoulders of Capt. Williams, and laid on those of the company.

THE TIMES was the first influential journal wise enough and independent enough to attack the dangerous, hap-hazard style in which the White Star line is managed. Let me give one or two instances in point. Most of the transatlantic companies, except the Anchor line, run their steamers by a certain schedule, by which a certain time is allowed for each ship from the date of its departure from Liverpool to the hour when it leaves New-York, on the return trip.

The Cunard allows eighteen days, with an indefinite margin.

The Williams & Guion allows twenty-one days, with an indefinite margin.

The National allows twenty-one days, with an indefinite margin.

The Inman allows twenty-three days, with an indefinite margin.

The White Star allows sixteen days, with no margin.

Mark the contrast and its results. Three years ago the Inman line, then carrying the mails, ran on the sixteen-day schedule, and what was the result? They missed the mails every other week, and lost the City of Boston. So they gave it up, and adopted their present policy. Yet this is an old, experienced, and exceptionally powerful company. How, then, can a small, high-pressure concern like the White Star, with only five available steamers, hope to accomplish a feat which it beat the Inman to carry out? The Anchor line, with a fleet of nearly forty of the finest ships in the world, dare not attempt it, and give their captains full discretion to take as long as is compatible with perfect safety. The consequence of this ruinous, go-head policy of the White Star line is that their ships are driven to death; the captains have positive injunctions to keep schedule time, and if they fail to do so a few trips in succession they get their *congé*. Capt. Williams and the other White Star commanders know this, and drive their ships at a reckless rate, so that frequently the fore part of the steamer is flooded with water all the way across, the timbers are loosened and wrenched, and four or five hands are washed overboard every trip in Winter. But what of that? They are the fastest line in the trade; they carry the mails; if they miss a mail the damages are very heavy; and so they attempt, with five or, at the outside, six boats, to cover the same amount of ground that the Cunard line covers with their magnificent fleet. Suppose the average express rate of the Pennsylvania, Erie, and New-York Central Railroads is forty-five miles an hour, and the New-York Central, wishing to monopolize the trade to the West, increases the rate to sixty miles an hour, and runs a train to leave three hours behind the corresponding trains of the other two lines, so as to reach Buffalo and take up the various Western connections at the same time as the latter, which left three hours before. What would the public say? Why, that it was a "smart" thing to do. But suppose further, after six months or a year, a grand smash came, and a hundred souls were sent into eternity, through reckless over-speed, on whom would the chief blame be laid? On the engineer and conductor, or on the company? Clearly on the latter. And so with the White Star line. They work with small capital and few ships; hence under-coaling, under-provisioning, reckless driving, broken propellers, and wrecked Atlantics. Yours truly, JOHN FRASER.

NO. 165 DEKALB-AVENUE, BROOKLYN.

P. S.—To prevent any misunderstanding, let me add, that I have not the slightest acquaintance with Capt. Williams or any of his friends; that until Tuesday last I had never heard his name; and I never had, or expect to have, any dealings with him, or his friends, or the White Star line in any possible way or shape.

### Freaks of an Eccentric Bird.

*From the Harrisburg Telegraph, April 7.*

A small bird made its appearance some time since at the residence of Owen James, Esq., of New-Cumberland, and since then its conduct has been both pleasing and cheerful. It will come to the window of the room in which the family are seated, and perching on the sill will make a noise, as if desiring to attract attention. If the family retire to another room, the bird immediately follows, and goes through the same manœuvres. On hoisting the window to admit the little visitor, it will at once fly away, to return as soon as it is again closed. This is kept up every day, and is certainly somewhat singular.

## GENERAL NOTES.

Providence, R. I., has a deaf mute barber, Fortunate city.

Connecticut will establish a State labor statistical bureau.

New-Hampshire talks of postponing its annual election to September.

An Ottawa woman has bought up all the eggs in the market and made a corner.

Cayuga Lake was fifteen inches higher on the evening of the 8th inst. than ever before.

Chinese boys now "play horse" in San Francisco by using each other's queues for reins.

The subscriptions to the Woolsey Fund of Yale thus far are $154,394 53; receipts, $70,932 69; expenses, $1,351 90.

A woman—we should say a lady—has been lecturing in Salem, Mass., on "the man, lady, and land question."

The San Francisco *Alta* asks that the Chinese Treaty be amended, "as the benefits are all on the side of China."

Secretary Richardson has sold his stock in the Appleton National Bank of Boston, and resigned his directorship in it.

A St. Louis street-car conductor has obtained $5 damages from a passenger who knocked him off his car. He sued for $100.

One of the Eastern Railroads is to attempt to run trains between Boston and Portland, rising 100 miles, in three hours.

A poor man, an innocent and unwilling witness in a criminal case, has been kept in jail in Des Moines, Iowa, since last September.

A Taunton street-car company used a detective as driver, and thus got evidence to convict a conductor of knocking down fares.

The Augusta *Journal* predicts that the coming season will be the busiest in the ship-yards of Maine since 1855, unless the builders are crippled by the want of means.

A Boston street-car driver refuses the gift of a hundred-acre farm, "because the work is too hard," and he likes car-driving better. Who made the offer is not stated.

A Quebec lady cannot establish her claim for £15,000, for want of her deceased father's marriage certificate, though he is known to have been legally married in Ireland.

A Rhode Island man who mysteriously disappeared three years ago, and was supposed to have been murdered, has just been discovered superintending a mill in Georgia.

The bad condition of the roads in Central New-Hampshire is almost wholly suspending traveling with horses, and the mails on some routes are carried on the shoulders of men.

The most disinterested man of the day is a Davenport, Iowa, shoe-maker, who takes a hammer with him when he goes into the street, and drives down all the nails he finds protruding from the plank sidewalks.

A Maryland colored couple, recently married in Cumberland, went on a bridal trip that they might be in the fashion, she going to Piedmont to visit her mother and he going into the country to see his brother.

The great activity which the New-Orleans *Picayune* sees at the naval station below that city, causes it to imagine President Grant is getting eight monitors ready for immediate service in some foreign enterprise.

A Baltimore woman has obtained a verdict for $5,000 damages against her brother, who had accused her of perjury. The quarrel grew out of the settlement of the estate of a deceased brother.

Four young ladies in San Francisco were told that salt air is good for the complexion, and they have been climbing to the top of Telegraph Hill four times a week for four years to enjoy the sea breezes.

It is just twenty years ago that Connecticut elected her last Democratic Legislature. Then the Democrats had eight majority in the Senate and sixty-five in the House; but the next year the Whigs and Free-Soilers swept the field.

A wonderful old man is Senator Brownlow. The Knoxville *Chronicle* says that he is enjoying better health to-day than he has at any time for six years; that he sleeps better and eats more, and that his voice is stronger than usual.

"Well-known" citizens are honored with highly eulogistic notices in the newspapers when they die in Boston, "excellent" citizens in Philadelphia, old defenders in Baltimore, pioneer settlers in Cincinnati, and pioneers or Forty-niners in San Francisco.

An Indianapolis landlady, who detained the trunk of a woman in default of payment for the board of herself and husband, has been compelled by the courts to give it up and to pay $10 damages, the husband alone being held responsible for the bill.

The funniest suit for breach of promise of marriage on record is to come before a Pittsburg Court, the plaintiff being a woman, with a husband, and, as she claims, a good one. The man who jilted her and married another in her youth is possessed of considerable wealth.

Congressman Wilder D. Foster, of Michigan, says he has not drawn his back pay, and will not, unless it can be done to the benefit of his district, and in such a way as to save so much tax to the people in the future, and at the same time without personal dishonor to himself, "which he should feel were it for his own benefit or in his own name."

The boot and shoe makers of San Francisco vote Chinese cheap labor in their factories a failure, and will substitute white men. They say the Chinamen are untrustworthy, and when employed on piece-work, slight their labor. Moreover, that as soon as they learn their trade they abandon their employers, open shops for themselves, and undersell the Americans.

A young lady while shopping was asked to hold an infant by a well-dressed woman in a Boston store on Wednesday. The woman did not come back when "the moment" had passed, and it was found she had left on the counter two shopping-bags, containing a quantity of baby's clothing, $40 in money, and a note praying that the child should be well cared for.

A letter from this City to Detroit was very explicitly directed as follows: "Mr. Neuman Livy, No. 8 Bacon-street, Detrouth, Mischigen. Mis nol body open dis letter till Neuman Livy imself —wen Mr. Livy muff from dis plas, so plus was so keind and send det letter to his place wer I lief now." And it has been necessary to send that letter to the Dead Letter Office in Washington.

An Iowa farmer took home a keg of damaged powder the other day, and one of his children, with a turn for investigation, put a little of the powder in a plate and dropped a live coal into it. An explosion from plate and keg followed, the doors and windows of the house were blown out, the farmer's wife had both her hands blown off, and his three children were horribly mangled and burned.

A St. Louis romance is in the lives of a Mr. Hennessy and Charity Prince, who fifty years ago and more, when both were young, loved each other. But Charity's charming sister came between them, and, estranged from his first love, he married Carrie. Recently Carrie died, and Mr. Hennessy once more turned to his first love, who continually during all the long half century had been true to him. A few days ago they were married, and the bride wept for joy a whole day. He is eighty and she seventy-eight.

### Leprosy in the Sandwich Islands.

*From the Honolulu Gazette, March 5.*

Dr. Trousseau and Hon. S. G. Wilder, of the Board of Health, visited the Leper Hospital at Kalaupapa on Molokai, on Wednesday and Thursday of last week. They found the settlement numbered over 600 persons, of whom about 120 were the natives who lived in the village prior to its selection as a hospital site, who, as owners of the land, prefer to remain on it. There are over 400 lepers, and about 100 relatives, who have gone there self-banished rather than be separated from their kin. The patients gathered there, from every island of the group, were as contented as could be expected. No complaint was made by any one, and in answer to inquiries, all said they had an abundance of food and everything they wanted. Few realize the magnitude of this work. The plague is extending, and with all the vigilance of the authorities to check it by isolating every new case, it is rapidly spreading, chiefly among the young, who inherit it from their parents. The very worst cases are boys and girls; and to establish and carry out the rule that every child tainted with the disease must be torn from its parents, and banished for life among strangers and lepers, seems cruel. Yet this is now being done every month with natives.

## THE ORPHANS OF THE WAR.

### The Union Home and School for Soldiers' and Sailors' Orphans.

Taking a private conveyance and driving out on the new Boulevard until a plain but inviting structure, situated between One Hundred and Fiftieth and One Hundred and Fifty-first streets, is reached, and alighting, one finds himself in the midst of a group of rosy-checked girls and ruddy boys, who are being educated in ways of usefulness and taught those trades by which they can earn an honest and respectable living when the time comes to start them out in the world. When the writer visited the home the children were seated at a substantial dinner, consisting of stewed mutton and potatoes, plenty of wholesome bread, and pure cold water from the crystal spring that bubbles up in the adjacent play-ground. Entering the room at the left of the wide hall for a closer inspection, the boys were found seated at several long tables, on which the savory stew had been served, and all of them enjoying the meal as only healthy, happy youth can enjoy wholesome food. Some of the well-filled plates were speedily emptied, and in several instances the uplifted hand of the owner indicated a desire for more, which was quickly supplied. On passing out, several of the boys were noticed sitting with their backs turned toward the table, (this was explained as the established rule to be observed when any one at the table had finished eating,) but the position of these few was reversed on the appearance of the servitor, bearing several large pies, and the boys were left to their desert. A peep may now be taken at the girls' dining-room, directly opposite, and similar in all respects to that of the boys, save that there were two tables, much lower than the others, at which the little ones from the nursery were seated, their attendants supplying them with the requisites of the meal, and removing the checked pinafores when they had finished. Quite a number of the children were asked by the visitors if they always had enough to eat and drink; the reply was always in the affirmative.

Presently the steady tramp of feet denoted that the dining-rooms were being vacated by the children, and soon the merry shouts and laughter could be heard from the pleasant play-grounds that slope to the water's edge, and are well filled with appliances of youthful sport. While the children romped and played, the visitors made the tour of the building, visiting the class-rooms, dormitories, and work-rooms; everything was scrupulously clean from basement to attic; the dormitory, containing 150 beds for that number of boys, is situated on the top or attic floor, and is one of the best ventilated apartments in the building. The small iron bedsteads were each filled with a soft, comfortable straw mattress, two snow-white sheets, and several thick gray blankets, such as the soldiers used during the late war, the whole covered with a white spread, tucked snugly in at the sides and foot, giving a clear view under the beds, where not a speck of dust or dirt could be seen. The girls' dormitories are on the intermediate floors, and occupy several distinct apartments, as the house was formerly a private residence, and has now to be adapted as best it may to its present purpose.

When the visitors reached the parlor, or manager's room, they found a substantial lunch awaiting them, and this being dispatched they repaired to the study-hall, which also serves as a chapel, where the children had all assembled prior to engaging in their usual afternoon duties. The order of exercises included several songs, all remarkably well sung, some examples in arithmetic, which puzzled the ladies to elucidate, but appeared easy every-day matters for a lad of thirteen; reading and recitations concluded with a merry chorus, and the children dispersed to the sewing-room, tailor-shop, and shoe-maker's cottage. In the sewing-room the girls all have a small drawer under the seat of the chair in which to keep their needles, thread, &c. While some sewed very neatly, others were very much exercised to keep both edges of the work even, and seemed at a loss how to account for one-half of the sheet coming out ever so much longer than the other. Their teacher manifested the most amiable patience in instructing them, while the embryo seamstresses were all evidently determined to persevere. In the tailor shop are a variety of sewing-machines, and there the best sewers among the girls were congregated, some basting jackets and pants of gray cloth for the boys' uniforms, others running the work through their machines as dexterously as the most expert operator, and still others working button holes, finishing, pressing, and folding the garments, while some few were assisting the mistress of the work-room in cutting out clothing for both boys and girls. The windows were filled with choice vines and plants, and the musical notes of several canaries mingled with the hum of voices and the whirring of fast-flying treadles. Altogether, the room presented one of the most cheerfully busy, homelike scenes that one could well look upon.

Stopping in the nursery on the way down-stairs, the visitors found about a dozen little ones in a bright, sunny room, with windows opening to the south, with plenty of fresh air and light for the little creatures to revel and grow healthy in, it being a noticeable fact that those children who had been in the home but a few weeks looked pale and sickly, while their companions of longer residence were bright-eyed, rosy-cheeked, and full of fun. One little three-and-a-half-year old has delegated to herself the task of sponsor for the others, some of the names she has given them being decidedly appropriate, but at the same time rather suggestive. Leaving the main building, the visitors proceeded to the shoe-maker's cottage, where a class of boys were busily engaged in the details of making and mending. As the space is very limited, only about eight of the boys can work at once, so each class works one hour every afternoon, thus giving a goodly number of the boys an opportunity of learning, as well as the advantages that attend the repairing and making of shoes. Much of the latter and all of the former is done on the premises. Each boy at the bench receives a weekly payment in accordance with his abilities, and the sum thus received is put to his credit in the savings bank, so that when he is prepared to start out for himself he shall not be penniless. All of the boys are quite ambitious to learn something of shoe-making, as their proficiency in that insures promotion to a situation elsewhere. Besides, those now in the home have the example of one of their number who is passing his second year very creditably at West Point, while three or four others hold responsible positions in the money-order department of the New-York Post-office.

Several of the girls are now assistant teachers in the school of the Home, while others are preparing for that agreeable duty.

The managers make frequent and unannounced visits at all times, and by watching the children at work, study, or play, easily discover their adaptability to different pursuits, and then make every possible effort to place the children in such situations as they seem best fitted to fill.

During the visit of the writer, a boy of eleven years was found carving a cluster of grapes and leaves from a bit of wood, (his only implement being an ordinary pen-knife,) and on being questioned, he informed the visitors that he had never received the least instruction in the art from any one.

At half-past 2 o'clock the roll of the drum brought the boys from their work, and forming in line they marched to the front of the building, where one of the older boys took them through the drill exercise, which is one of their daily duties, and which they perform with great accuracy. After the dismissal of the boys again to their various occupations, the visitors prepared to depart, but as they were about to leave, the familiar notes of the "Red, White and Blue" floated up from the play-ground, and to the surprise of all, proved to be the initial performance of a class of ten boys who had been in training but two months on the various instruments composing the band. One of the ladies encouraged them to persevere, so that during the coming Summer they could supply music for the TIMES excursions, and the band-master promised to have the entire class of thirty prepared to serve THE TIMES in this capacity when required.

In addition to the regular routine observed by all the inmates of the Home, the visitors noticed several of the girls spreading the tables for supper, and as the meal is light and easily served, the party lingered long enough to see and taste of the white home made bread and the pure, rich milk, given in generous quantity to each child; as also to take a list of the printed rules, of which every boy is obliged to have a copy, and make himself fully acquainted with their purport. From these it appears that the older boys assist the superintendent to keep order in the house and about the grounds, and are honored with the titles of master-at-arms, captain of the guard, fire-warden, &c., and any boy refusing to obey the orders of any of these who may be on duty, is liable to punishment, the same as for direct disobedience to the superintendent. In cases of punishment, however, the boys also exercise considerable power, as they hold quarterly elections, at which three of their number are made judges for three months, and hold a court of inquiry every day, impanel a jury, and submit the case to their decision. The judges sentence the culprit, and he may, if he choose, appeal to the managers before sentence is executed. Under these circumstances the managers find it much easier to maintain discipline and at the same time avert injustice. While the home and school is progressing favorably, the managers are about to make an addition to the present building of 40 by 50 feet, and four stories in height, so as to enable them to have the children taught cabinet making, printing, basket and brush making, and as many other useful trades as the limits of their space will allow. The proposed addition will entail an expense of about $25,000, and the managers rely upon the public to aid them in this outlay for the benefit of the orphans of the nation's defenders in her hour of great peril.

## WILLIAM OF PRUSSIA.

### The Life of the Emperor of United Germany—Celebration of the Anniversary of His Birth.

*Berlin (March 22) Correspondence of the London Daily Telegraph.*

There is no doubt at all that the Berliner does not get holidays enough to keep him supplied with an average stock of health and good humor. One cannot, therefore, fail to experience a certain sense of relief when a real downright holiday does crop up in his inconceivably dismal life, although long desuetude of such respite has all but disabled him from enjoying it. Such a holiday is the 22d of March—the birthday of a monarch who, the descendant of a long line of patriots, economists, and warriors, is unquestionably "the noblest Hohenzollern of them all." Save a few gnarled and impracticable Republicans, there is scarce a soul in this overgrown capital that does not celebrate this anniversary with something as nearly approaching cheerfulness as is compatible with the character of the population. I will not go so far as to say that the Berlinese love their heroic and amiable King—love being a passion of which they are scarcely susceptible—but they certainly admire and respect him more than any other human being, living or dead. And well they may! His whole life has been spent in the service of his country, and no man, not even Bismarck or Moltke, has contributed so largely to the almost phenomenal successes achieved by Prussia within the last decade as he has. It is to the King's fifty years of devotion, as Prince of Prussia, to the army, the soundness of his judgment in the choice of his Ministers and Generals since he came to the throne, and to the firmness of his loyalty to the men and principles in whom and in which he placed his trust, that the regeneration of Germany and her elevation to the first rank in Europe may honestly be attributed. To-day his faithful servants and approved comrades crowd to his palace to offer him their heartfelt congratulations upon the anniversary of his birth. Congratulations to Kings are, for the most part, mere expressions of formula, and those who utter them hope rather to benefit themselves by doing so than to confer a pleasure upon the august recipient of their felicitations. But nobody who is acquainted with men and things Prussian can reasonably doubt that the majority of the good wishes addressed to King William to-day by his family, friends, and subjects are absolutely sincere and earnest. When people ejaculate here "Long live the King!" they utter no parrot cry, but actually mean what they say.

Seventy years, less a few months, have elapsed since Frederick William Louis von Hohenzollern, a weakly, delicate, and somewhat undergrown child, did don his first uniform, a Christmas gift from his father, Frederick William III., who presented him, his late brother Frederick William IV., and his cousin Prince Frederick—both the latter being also for the first time dressed in full regimentals—on that occasion to Queen Louise, as the three youngest recruits of the Prussian army. This first uniform, which the child-Prince donned with the greatest imaginable pride and joy, was that of the famous Rudorf (afterward Ziethen) Regiment of Red Hussars, which has since had the honor of conferring a sobriquet upon another renowned warrior of the Hohenzollern House. For nearly four years the Prince continued to wear the scarlet dolman and blue pelisse slashed with white of the Rudorfer; but on New-Year's Day, 1807, (sixty years and a quarter ago,) his royal father handed him his first commission as Ensign in the First (Body) Company of the First Prussian Foot Guards, in which his elder brother and Prince Frederick of Prussia were already lieutenants; and on Christmas Eve of the same year he was promoted to the latter rank. Early in the Spring of 1808, Prince William having then attained his eleventh year, Queen Louise, writing to her father the Grand Duke of Mecklenburg-Strelitz, spoke of her second son in the following terms:

> Our son William—permit me, venerable grandpapa, to introduce your grandchildren to you in their regular order—will turn out, if I am not much mistaken, like his father—simple, honest, and intelligent. He also resembles him most of all, but will not, I fancy, be so handsome. You see, dear papa, that I am still in love with my husband. * * *

These were prophetic words of the lovely and accomplished Queen, whose memory is still worshiped by her only surviving son. "Simple, honest, and intelligent;"—King William has proved himself to be all these, and more. He has shown fortitude in adversity, self-control in prosperity, courage and wisdom at all times, and an amiability of disposition that has won the heart of everybody who has ever enjoyed the privilege of being brought into personal contact with him.

His third commission, as First Lieutenant in the Guards, is dated 15th May, 1812, and his fourth, as Captain, 30th October of the same year. A few days after he had received his first epaulette from his father's hand, he left Berlin for his first campaign, and was under fire 1st January, 1813, when the allies crossed the Rhine at Mannheim in the teeth of strong French batteries, suffering heavy loss. On the 27th February, 1814, fifty-nine years ago, the Prince distinguished himself at the battle of Bar-sur-Aube by such conspicuous gallantry and heroic indifference to danger, that the Emperor Alexander conferred upon him the Cross of St. George—a Russian military order "for valor," bestowed even more rarely than our own Victoria Cross—and his father decorated him on the 10th of March with the Iron Cross, then the most coveted of all Prussian distinctions. His fifth commission, as Major in the Prussian Army, bears date May 30, 1814, and a week later he visited London for the first time, in the company of his father, brother, (the late King,) and cousin Frederick. The royal Prussian warriors were lodged in St. James' Palace, and were entertained with the most splendid hospitality. Frederick William III. was installed at Windsor as a Knight of the Garter, and, with his sons, visited Oxford, went to Ascot Races, and plunged into all the gayeties of a London season—gayeties to which the young Princes, whose lives had thitherto been exclusively devoted to study and military exercises, were altogether unaccustomed, and of which his present Majesty retains to this day the liveliest and most agreeable recollection.

Nearly three years later (30th March, 1817,) Prince William was promoted to the rank of colonel, and took command of the First Battalion of the First Foot Guards, and on the 6th of June of the same year was nominated chef of the Seventh Grenadiers, (West Prussians No. 2,) now the "King's," an honorary command which his Majesty still holds, having been, therefore, for nearly fifty-six years attached to the same corps. On the 30th March, 1818, a week after the celebration of his twenty-first birthday, he became a Major-General, and was shortly afterward intrusted by his father with the charge of the whole Prussian military department during the (then) King's absence in Russia. From that time forth Prince William's whole energies, time, and ambition were undividedly given to the improvement of the Prussian army, into the organization, drill, uniforming, and arming of which he introduced reform after reform until he made it what it was when it overthrew the hosts of the two most redoubtable military powers in Europe. He never meddled with politics, although his well-known staunch conservatism rendered him exceedingly unpopular in the Prussian Capital during the Sturm and Drang paroxysm which convulsed Berlin in '48-49. He was a faithful subject—the very type and model of a loyal *Getreuer*—to his father and brother, and he has been the best King that ever sat on a Prussian throne. As husband, father, friend, he is a bright example to his people. Can it be wondered at if they seek to do him honor by observing his birthday as the one great, general national holiday, and if for the traditional and senseless "Er lebe hoch!" which has been shouted with more or less fervor at so many Prussian monarchs, the majority of Kaiser Wilhelm's fervent admirers and well-wishers have substituted the hopeful imprecation, "Er lebe lange!"—"Long may he live!"

### An "Artist" Loses His Pay for a Picture.

*From the Wheeling (W. Va.) Register.*

A few days since a man named Finley called on one of our citizens and proposed to make a large picture from a photograph of his deceased wife, at a price agreed on between the two. The understanding was that if the picture was not a most excellent likeness there should be no charge. The picture came, in due course of time, and proved to be a complete botch, and our citizen refused to receive it. Finley brought suit to recover the price of the picture, and the case was heard before Squire Cichan yesterday. About all the photographers and portrait-painters in the city were on the stand as witnesses. They all testified that Finley's picture was about the worst they ever saw. The justice gave a verdict in favor of the defendant, throwing Finley into the costs.

### A Boston Girl's Devotion.

The following passage occurred in Mr. Bartol's Fast Day sermon at Boston: "'I shall die of consumption,' said a beautiful daughter, 'in two years if I stay in this climate.' 'Does your father know it?' 'I would not have him know it for the world, for it is for his sake I do it, as he needs me in his old age.' That was a fast from life itself worthy of the name—the self-denial and joyful sacrifice that God loves. The daughter died as she said. She once sat in yonder seat. The old man outlived her a score of years, and has at last just gone, scattering charities behind, showing that the unpretending James Savage was a good man."

# CUBAN AFFAIRS.

## Awakening of the Blacks—Status and Privileges of Foreigners Before the Courts—General Notes.

*From Our Own Correspondent.*

HAVANA, Saturday, April 5, 1873.

The negroes are awakening to the gravity of the situation, and serious difficulties have occurred on several plantations. Over thirty men ran away from a place near Cienfuegos, and only about ten were recaptured. On the Intrepido plantation, near Cardenas, the property of Mr. Miguel de Cardenas, (a Cuban,) the slaves rose and refused to work, but without committing any depredations. The Colon Volunteers and *Chapel Goris* went to the place and killed forty-five and the remainder then went to work. The Captain-General had Mr. Cardenas called, and told him that it was his fault, as the slaves had been cruelly treated. Mr. Cardenas has treated the slaves no worse than most other planters do, unless bad and insufficient food (according to the idea of non-slaveholding persons,) the poorest kind of clothing, from sixteen to twenty hours' work in the field daily, and the rawhide *ad libitum*, are called cruel treatment. Yesterday the slaves on the Bufon plantation, belonging to Count O'Reilly, (also a Cuban,) revolted, refusing to work, and alleging that the King of Spain had granted them their freedom. Troops and volunteers have been sent against them, and after whipping a number, and perhaps killing a few, the affair will be settled. These isolated cases give an idea of the feeling among the negroes, and foreshadows what may happen at some future day.

CARDENAS.

A young Spaniard named Neto gave vent to his ideas about republicanism, and having some talent as a speaker, the Casino Español, of which he was a member, and which is ruled by the ultras, expelled him. He made an application to be readmitted, but was refused, and suspecting, but unjustly, that Mr. Trujillo, the editor of the *Conservative Journal*, had been the cause of the action of the Casino, he lay in wait for that gentleman and gave him a very severe thrashing with a stick. Neto was arrested and a commission of the Spanish Casino went to the Lieutenant-Governor and asked him to sentence Neto to ten years in the chain-gang. Although the Governor, who is a strong Alfonsist, would have done so under any other regime than that of the Republic, he was compelled to refuse their request, and Neto will be tried by a civil court. The war against the republicans, and republican ideas, is even carried on in the hospitals. In the military hospital (de Madera) in Havana, Mr. Oseo, the chaplain, has refused to allow the introduction and reading of the *Tribuno*, and imposes a fine on all officers and soldiers who do not go to hear mass. An officer complained, but his remonstrance never reached the Captain-General.

SANTIAGO DE CUBA.

A somewhat serious disagreement has broken out between the local authorities and the United States Consul, the facts of which are as follows: On or about the night of the 18th inst., three sailors belonging to the American bark Union, lying at Punta de Sal, in this harbor, stole a boat from the vessel and deserted. The Captain, after a fruitless search for his boat and men, gave the necessary information to Consul Young, who, in turn, officially informed the Captain of the Post of the robbery of the boat and the desertion of the men, and requested that steps should be taken for their recapture. The sailors, in the meantime, were proceeding along the coast, and on the morning of the second day pulled for shore; the guard of a military tower fired at them, (a practice, by the way, generally indulged in by these guards toward all boats, without reference to the probability of their containing shipwrecked people,) but, as the sailors persisted in landing, and were seen to be unarmed, the soldiers confined themselves to capturing and sending them here on the steamer which supplies the coast detachments with provisions. The sailors were handed over to the Governor, who considers that the desertion was what Mr. Squeers would call "a deep laid scheme," and the sailors are at present accused or suspected of a variety of heinous offenses, all tending to the carrying of aid and comfort to the insurgents, to whom, it is said, they were signalling all along the coast with a red and white flag, which they subsequently must have thrown overboard, as it did not appear. So far the cause. The effect produced was naturally a *sumaria*, (preparatory proceedings at law,) carried on by a deaf Lieutenant-Colonel as judge or fiscal. The American consul proposed to take part in the proceedings on behalf of his citizens. The fiscal objected to Mr. Young or to any other man being present on behalf of the prisoners, as their first declarations, he insisted, must be kept strictly secret. Mr. Young, who had obtained information as to when and where the first investigation was to be carried on, had presented himself, and on his request to be present being refused, he protested against all further proceedings, and notified the General of the protest. That officer consulted Ceballos at Havana, and his action was sustained, while Mr. Young notified the Consul-General in Havana, although no assistance was expected from that quarter. On the 29th of March the captain was cited as a witness, and Mr. Young was not allowed to be present. The captain then refused to say a word, and there the matter rests at present. After Mr. Young's attempt to be present at the first meeting, the Government arrested their own interpreter, Mr. Puente, a Cuban, and that gentleman's son, who is and has been for some years Secretary of the United States Consulate. Puente senior is charged, it is said, with giving Mr. Young information as to when the investigation of the three men was to come off, and Puente junior is accused of aiding and abetting his father, though the arrest of the latter seems more intended as an annoyance and slight to Consul Young than anything else. Mr. Young, in the whole affair, has acted promptly and patriotically, and all foreigners in the island must be interested in a successful issue for the pending question, as the theory that any foreigner here is liable to be tried by a secret military tribunal is simply monstrous.

THE WAR.

Nothing of any consequence is reported from the interior, the Spaniards having withdrawn some of their minor detachments near Puerto Principe, as the insurgents have of late attacked several of these in large numbers, and captured three. Powder and ammunition is reported to be getting scarce among the insurgents.... The schooner Village Bride, with a cargo of war material for the Cubans, was captured at Port Antonio, in Jamaica, by the English authorities. QUASIMODO.

### Reported Failure of the New-York Central Loan.

Cable dispatches were received yesterday in Wall-street, from London, to the effect that James H. Banker, who sailed for Europe some time ago, with the understood object of negotiating the new loan of the New-York Central Railroad, had failed so far to accomplish the purpose of his mission. The difficulties in the way of the negotiation are said to be the stringency of money upon the other side, the dislike of English capitalists to invest in bonds or stocks which are not current in their market, and the uncertainty regarding the price of gold in the United States. Should gold advance rapidly here the value of the securities which they invest in would correspondingly depreciate, and they are chary about taking unwarranted risks. The friends of the New-York Central are sanguine that the loan will be negotiated as soon as the financial future is cleared up, believing that the credits of the corporation and its ability and willingness to pay the interest upon its obligations will procure a market for the new issue, even where the bonds have never been placed before. Commodore Vanderbilt, it is said, is also determined that he will only pay a reasonable rate of commission for the sale of the bonds, and will not submit to any exorbitant "shaves" in order to obtain ready money to "double the tracks." This may also retard the negotiation of the securities, as English capitalists have been so used to buy up a large mass of the stocks or bonds of American corporations for a mere pittance, that they will hardly feel now like paying within a fraction of par for even the most valuable of them all.

## PROPOSALS.

**PROPOSALS FOR SUPPLIES FOR INDIANS.**

DEPARTMENT OF THE INTERIOR, OFFICE OF INDIAN AFFAIRS, WASHINGTON, March 20, 1873.

Sealed proposals, in duplicate, will be received at Nos. 40 and 42 Leonard-st., New-York, until 12 o'clock M., of Tuesday, the 29th day of April, 1873, which place will be open for business on and after the 8th day of April, 1873, for furnishing the following-named articles, required for issue to Indians at the agencies named:

SANTEE AGENCY.
300,000 pounds, gross weight, of Beef Cattle, on the hoof.
150,000 pounds XX Flour, or 12,500 pounds per month, or its equivalent in wheat.
36,000 pounds Bacon, clear sides, or 3,000 pounds per month.
14,000 pounds Coffee (green.)
28,000 pounds best Brown Sugar.
1,500 pounds Plug Tobacco, in boxes.
3,600 pounds best Brown Soap, in boxes.
3,600 pounds Salt, fine, in barrels.

YANCTON AGENCY.
2,280,000 pounds, gross weight, of Beef Cattle, on the hoof.
84,000 pounds Bacon, clear sides, or 7,000 pounds per month.
480,000 pounds XX Flour, or 40,000 pounds per month, or its equivalent in wheat.
25,000 pounds Coffee (green.)
50,000 pounds best Brown Sugar.
4,000 pounds Plug Tobacco, in boxes.
5,000 pounds best Brown Soap, in boxes.
7,000 pounds Salt, fine, in barrels.

WHETSTONE AGENCY.
4,800,000 pounds, gross weight, of Beef Cattle, on the hoof.
300,000 pounds Bacon, clear sides, or 25,000 pounds per month.
1,200,000 pounds XX Flour, or 100,000 pounds per month.
160,000 pounds Coffee (green.)
300,000 pounds best Brown Sugar.
22,000 pounds Plug Tobacco, in boxes.
25,000 pounds best Brown Soap, in boxes.
5,000 pounds Salt, fine, in barrels.

UPPER MISSOURI AGENCY.
1,850,000 pounds, gross weight, of Beef Cattle, on the hoof.
108,000 pounds Bacon, clear sides, or 9,000 pounds per month.
600,000 pounds XX Flour, or 50,000 pounds per month.
35,000 pounds Coffee (green.)
70,000 pounds best Brown Sugar.
4,000 pounds Plug Tobacco, in boxes.
3,000 pounds best Brown Soap, in boxes.
3,000 pounds Salt, fine, in barrels.
10,000 pounds Saleratus, in boxes.

CHEYENNE RIVER AGENCY.
4,000,000 pounds, gross weight, of Beef Cattle, on the hoof.
180,000 pounds Bacon, clear sides, or 15,000 pounds per month.
700,000 pounds XX Flour, or 58,000 pounds per month.
20,000 pounds Coffee (green.)
40,000 pounds best Brown Sugar.
10,000 pounds Saleratus, in boxes.

GRAND RIVER AGENCY.
5,000,000 pounds, gross weight, of Beef Cattle, on the hoof.
300,000 pounds Bacon, clear sides, or 25,000 pounds per month.
1,200,000 pounds XX Flour, or 100,000 pounds per month.
100,000 pounds Coffee (green.)
200,000 pounds best Brown Sugar.
12,000 pounds Plug Tobacco, in boxes.
25,000 pounds best Brown Soap, in boxes.
5,000 pounds Saleratus, in boxes.

RED CLOUD AGENCY.
5,000,000 pounds, gross weight, of Beef Cattle, on the hoof.
300,000 pounds Bacon, clear sides, or 25,000 pounds per month.
1,200,000 pounds XX Flour, or 100,000 pounds per month.
100,000 pounds Coffee (green.)
200,000 pounds best Brown Sugar.
12,000 pounds Plug Tobacco, in boxes.
25,000 pounds best Brown Soap, in boxes.
25,000 pounds Salt, fine, in barrels.
12,000 pounds Saleratus, in boxes.

UPPER ARKANSAS AGENCY.
2,220,000 pounds, gross weight, of Beef Cattle, on the hoof.
276,000 pounds XX Flour, or 23,000 pounds per month.
22,000 pounds Coffee (green.)
45,000 pounds best Brown Sugar.
2,500 pounds Plug Tobacco, in boxes.
5,000 pounds best Brown Soap, in boxes.
4,000 pounds Salt, fine, in barrels.

KIOWA AGENCY.
2,500,000 pounds, gross weight, of Beef Cattle, on the hoof.
500,000 pounds XX Flour, or 41,666 pounds per month.
30,000 pounds Coffee (green.)
60,000 pounds best Brown Sugar.
4,000 pounds Plug Tobacco in boxes.
5,000 pounds best Brown Soap in boxes.
7,000 pounds Salt, fine, in barrels.
3,000 pounds Saleratus, in boxes.

WICHITA AGENCY.
2,100,000 pounds, gross weight, of Beef Cattle, on the hoof.
138,300 pounds XX Flour, or 11,525 pounds per month.
14,000 pounds Coffee, (green.)
24,000 pounds best Brown Sugar.
2,000 pounds Plug Tobacco, in boxes.
3,000 pounds best Brown Soap, in boxes.
3,000 pounds Salt, fine, in barrels.
2,000 pounds Saleratus, in boxes.

BLACKFEET AGENCY.
4,000 pounds coffee (green.)
12,000 pounds best Brown Sugar.
3,000 pounds best Brown Soap, in boxes.
3,000 pounds Salt, fine, in barrels.
3,000 pounds Plug Tobacco, in boxes.

CROW AGENCY.
25,000 pounds Coffee, (green.)
50,000 pounds best Brown Sugar.
5,000 pounds Plug Tobacco, in boxes.
7,000 pounds best Brown Soap, in boxes.
1,500 pounds Saleratus, in boxes.
7,000 pounds Salt, fine, in barrels.

MILK RIVER AGENCY (FORT PECK.)
70,000 pounds Coffee (green.)
140,000 pounds best Brown Sugar.
14,000 pounds best Brown Soap, in boxes.
14,000 pounds Salt, fine, in barrels.
5,000 pounds Saleratus, in boxes.
10,000 pounds Plug Tobacco, in boxes.

Bids for Beef Cattle will state price per pound, gross. Parties bidding for the other articles will state price per pound, net, and furnish a sample of each article bid for, except the Bacon and Salt. The prices must be given without modification or any proposed modification whatever.

The Beef Cattle must be good, merchantable cattle, all steers, from three to seven years old, in good, healthy condition, and averaging at least eight hundred pounds, live weight, the weight to be determined by weighing on scales, when practicable. Their delivery must commence at each of the points named on the first day of July, 1873, at which time about one twenty-fourth of the whole quantity will be delivered; and, thereafter, the balance to be delivered in equal quantities on the 15th and 1st of each month.

Bids will also be received for the delivery of the quantity of Beef required for the months of January, February, March, April, May, and June, 1874, of what are known as "Native," or "American," Cattle, or for cattle that have been wintered north of Kansas; the cattle so delivered to meet the above requirements as regards age and condition, and to average not less than one thousand and fifty pounds, live weight.

That there may be no failure on the part of the contractor, he will be required to keep the Beef Cattle in the vicinity of the Agency, to be delivered when required; and should it be ascertained that he is not collecting cattle in the vicinity fast enough, or should he fail to deliver them as required, the undersigned will purchase, or cause to be purchased, Beef Cattle as he may elect, at the expense of said contractor.

All the supplies except the Beef will be inspected and received by the Government at New-York, Philadelphia, Chicago, Cincinnati, St. Louis, Omaha, Kansas City, Sioux City, or Yancton, and, with the further exception of Flour, must be delivered, packed and marked for shipment by the 1st day of June, 1873.

The Flour must be ready for inspection and delivery at such times and in such quantities as will secure, at each Agency, at all times, at least one month's supply.

Bids will also be received for the delivery at St. Louis or Kansas City, by the 15th day of September next, of the following Bacon, clear sides:

For the Upper Arkansas Agency, 39,375 pounds.
For the Kiowa Agency, 54,000 pounds.
For the Wichita Agency, 28,125 pounds.

The Bacon must be sound and sweet, and put up in gunnies.

The Flour to be fresh ground, of XX quality, to be made wholly from good sound wheat, and to be delivered in good, strong, double sacks, each sack to be branded "Indian Department Flour."

The Coffee to be delivered in double sacks. The Sugar to be delivered in barrels, full head-lined.

Proposals will be received for the delivery of any one or all of the above-named articles, for any one or all of said Agencies.

The undersigned reserves the right to increase or diminish the quantity of each or any of the articles which the bidder or bidders propose to furnish.

Parties bidding for Flour are required to furnish samples, each to be in quantity not less than one pound, with a private mark corresponding to same in proposal.

Parties to whom contracts for the supply of Flour are awarded shall, within 20 days, furnish to the Commissioner of Indian Affairs samples, in quantity not less than 25 pounds, of the quality contracted for.

Bids will also be received for the delivery at the Agencies, on or about the 1st day of July next, or other specified points, of Beef, Flour, and Bacon for the following Agencies in Montana Territory:

BLACKFEET AGENCY.
70,000 pounds, gross weight, of Beef Cattle, on the hoof.
150,000 pounds XX Flour or 12,500 pounds per month.
25,000 pounds Bacon, clear sides.

CROW AGENCY.
225,000 pounds, gross weight, of Beef Cattle, on the hoof.
500,000 pounds XX Flour, or 41,666 pounds per month.
50,000 pounds Bacon, clear sides.

MILK RIVER AGENCY (FORT PECK.)
150,000 pounds, gross weight, of Beef Cattle, on the hoof.
2,000,000 pounds XX Flour, or 166,666 pounds per month.
150,000 pounds Bacon, clear sides.

All articles furnished by contract made under this advertisement will be subject to inspection, and such articles as may in any respect fail to conform to the requirements of contract and the sample will be rejected, and in that case the contractor or contractors will be bound to furnish others of the required kind or quality without delay, or if that be not done they will be purchased at his or their expense.

Payments will be made at this office on proper receipts, after the accounts therefor shall have been properly approved.

Each copy of each proposal must have a copy of this advertisement (a slip from a newspaper) pasted at its head.

The right is reserved to reject any or all proposals, if such a course should be deemed for the interest of the Government.

No bids will be considered from persons who have failed to comply with the requirements of a former contract.

No contract, or part thereof, will be permitted to be assigned or filled by other parties without the written consent of the Secretary of the Interior.

No bids will be considered for goods delivered at the Agencies, except as specified in this advertisement.

No proposal will be considered that does not strictly comply with the following form:

"I (or we) propose to furnish the Indian Department, according to the terms of the advertisement of the Commissioner of Indian Affairs, dated March 20, 1873, the following articles at the prices thereto affixed. (Here insert the list of articles proposed to be furnished.) Said articles are to be delivered in (here insert the proposed place of delivery) by the (insert date). And if this proposal be accepted I (or we) will, within ten days after being notified, execute a contract accordingly, and give security to the Commissioner of Indian Affairs for the faithful performance of the same."

No bid will be considered unless accompanied by a guaranty in the following form, to be signed by two responsible persons, whose sufficiency must be certified by a United States Judge or District-Attorney.

"We hereby, jointly and severally, guarantee that the above bidder (or bidders), if a contract shall be awarded to him (or them) according to his (or their) bid or proposal, will execute a contract accordingly, and give the requisite security for the faithful performance of the same, as prescribed in the advertisement for Proposals for Indian Supplies, dated March 20, 1873; and in the event of his (or their) failure to do so, we hereby agree and bind ourselves, our heirs, executors, and administrators, to forfeit and pay to the United States, as damages, a sum not less than fifteen per cent. on the amount of said bid or proposal."

Bonds will be required in the amount of the bid for the faithful performance of the contract, with two or more sureties, whose sufficiency must be certified to by a United States Judge or District-Attorney.

Each bidder must designate his place of business, where communications sent to him will be received, the same to be entered in his contract, should one be awarded him.

Proposals should be inclosed in an envelope, addressed to the undersigned, and indorsed "Proposals for Supplies for Indians."

Bidders are invited to be present at the opening of the bids.

The bids will be opened in the presence of the Board of Indian Commissioners and a Committee to be designated by the Secretary of the Interior, as soon as the time for receiving the same shall have expired, and the contracts will be awarded as soon thereafter as practicable.

H. R. CLUM,
Acting Commissioner.

**PROPOSALS FOR INDIAN GOODS.**

DEPARTMENT OF THE INTERIOR, OFFICE OF INDIAN AFFAIRS, March 20, 1873.

Sealed proposals, indorsed "Proposals for Indian Goods," will be received at Nos. 40 and 42 Leonard-st., New-York, until 12 o'clock M. on TUESDAY, the 22d day of April, 1873, which place will be open for business on and after the 8th day of April, 1873, for furnishing, in the quantities therein given, any or all of the articles named in the following list:

300 pairs 4-point white Mackinac Blankets, to measure 72x90 inches, and weigh twelve pounds.
2,005 pairs 3-point white Mackinac Blankets, to measure 60x72 inches, and weigh eight pounds.
1,605 pairs 2½-point white Mackinac Blankets, to measure 54x66 inches, and weigh six pounds.
505 pairs 2-point white Mackinac Blankets, to measure 42x46 inches, and weigh five and one-quarter pounds.
200 pairs 1½-point white Mackinac Blankets, to measure 36x50 inches, and weigh four and one-quarter pounds.
300 pairs 4-point scarlet Mackinac Blankets, to measure 72x90 inches, and weigh twelve pounds.
1,200 pairs 3-point scarlet Mackinac Blankets, to measure 60x72 inches, and weigh eight pounds.
1,800 pairs 2½-point scarlet Mackinac Blankets, to measure 54x66 inches, and weigh six pounds.
650 pairs 2-point scarlet Mackinac Blankets, to measure 42x46 inches, and weigh five and one-quarter pounds.
700 pairs 4-point indigo blue Mackinac Blankets, to measure 72x90 inches, and weigh twelve pounds.
2,600 pairs 3-point indigo blue Mackinac Blankets, to measure 60x72 inches, and weigh eight pounds.
2,325 pairs 2½-point indigo blue Mackinac Blankets, to measure 54x66 inches, and weigh six pounds.
1,000 pairs 2-point indigo blue Mackinac Blankets, to measure 42x46 inches, and weigh five and one quarter pounds.
400 pairs 4-point green Mackinac Blankets, to measure 72x90 inches, and weigh twelve pounds.
700 pairs 3-point green Mackinac Blankets, to measure 60x72 inches, and weigh eight pounds.
700 pairs 2½-point green Mackinac Blankets, to measure 54x66 inches, and weigh six pounds.
450 pairs 2-point green Mackinac blankets, to measure 42x46 inches, and weigh five and one-quarter pounds.
400 yards Fancy List Blue Cloth.
15,460 yards Saved List Blue Cloth.
16,775 yards Saved List Scarlet Cloth.
200 yards Gray List Blue Cloth.
3,862 8-4 Woolen Shawls.
100 6-4 Woolen Shawls.
400 Heavy Double Shawls.
4,924 pounds Linen Thread, standard make, Nos. 30, 35, and 40, two-thirds dark-blue, one-third whitey-brown.
705 dozen Spools Cotton, standard make, 200 yards, 3-cord and 6-cord.
256,325 yards Calico, standard prints.
57,800 yards Indigo Blue Drilling.
47,500 yards good Bed Ticking.
148,575 yards Brown Sheeting, 4-4 standard.
122,000 yards standard Duck, 8-ounce.
20,750 yards Plaid Linsey.
20,450 yards Blue Flannel, twilled.
27,600 yards Red Flannel, twilled.
6,300 yards Kentucky Jeans.
19,825 yards Satinet.
1,000 yards Colored Drilling (for dress lining).
300 yards Bleached Sheeting (for shrouds).
2,800 yards Blue Denims.
9,000 yards Hickory Shirting.
348 dozen Cotton Handkerchiefs.
652 dozen Men's Wool Socks.
628 dozen Women's Wool Hose.
483 dozen Children's Wool Hose.
44 dozen Wool Scarfs.
17,197 Red Flannel Shirts.
2,460 Gray Flannel Shirts.
7,665 Hickory Shirts.
1,100 Calico Shirts.
450 Women's Wool Hoods.
150 Misses' Wool Hoods.
140 Bed Coverlets.
3,300 pounds Yarn, assorted colors.
1,054 pounds Gilling Twine, 2 and 3-cord, equal quantities, Nos. 30, 35, and 40.
904 pounds Cotton Maitre, for Seines.
500 pounds Indigo.
628 dozen best Cast-steel Axes, 3 to 4½ pounds.
431 dozen best Cast-steel Hunter's Axes, handled.
509 dozen Ax Handles, 36-inch, No. 1.
647 dozen tinned-iron Preserving Kettles, 3½ to 10 quarts.
434 dozen short-handle Fry Pans, Nos. 1, 2, and 3, in equal quantities.
292 dozen Tin Pans, pressed, 2, 4, and 6 quarts.
50 dozen Tin Plates.
320 dozen Tin Cups, pints.
210 dozen Tin Cups, quarts.
35 dozen Tin Pails, no covers, 8, 10, and 12 quarts.
40 dozen Tin Pails, with covers, 8, 10, and 12 quarts.
25 dozen Tin Dippers, long handles.
130 dozen Tin Coffee Pots, 2 quarts.
130 dozen Tin Coffee Pots, 4 quarts.
613 dozen tinned-iron Table-spoons.
120 dozen tinned-iron Tea-spoons.
1,513 dozen Butcher-knives, 6-inch.
110 dozen Hunting-knives, 6-inch.
120 dozen Skinning-knives, 6-inch.
250 dozen Knives and Forks, good quality.
8 dozen Pocket-knives.
113 dozen Taper Saw Files, 4½-inch.
47 dozen Mill-saw Files.
352 dozen Planters' Hoes, No. 2, best cast-steel.
120 dozen Hoe Handles.
40 dozen Hatchets.
13 dozen Hand-saws.
691 dozen Fish Hooks, assorted sizes.
205 dozen Fish Lines, assorted sizes.
355 dozen Sewing Awls.
299 dozen Sewing-awl Handles.
112 dozen Cast-steel Shears, 7½ and 8 inches.
441 dozen Coarse Combs.
126 dozen Fine-tooth Combs.
55 dozen Open Thimbles.
93 dozen Zinc Mirrors.
173,000 Needles, assorted sizes.
87,000 Needles, Glovers'.
514 Beaver Traps, Newhouse, No. 4.
50 Mink Traps, Newhouse.
2,285 Camp Kettles, in nests of three.
5,450 bunches Beads, assorted colors.
600 Powhattan Pipes.
600 Reed Stems.
3,142 Sack Coats, assorted sizes, for men.
4,652 Pants, assorted sizes, for men.
930 Vests, assorted sizes, for men.
274 Loose Sack Overcoats, large size.
250 Suits (jacket and pants) for boys five to ten years of age.
120 Vests, for boys five to ten years of age.
6,310 Men's Wool Hats, assorted sizes and colors.
175 Boys' Wool Hats, assorted sizes and colors.
300 Heavy Cassimere Caps.
1,558 pairs Men's Shoes, good quality, assorted sizes.
794 pairs Women's Shoes, good quality, assorted sizes.
200 pairs Boys' Shoes, good quality, Nos. 5 and 6.
220 pairs Misses' Shoes, good quality, assorted sizes.
324 pairs Children's Shoes, good quality, assorted sizes.
9,600 pounds Tobacco, plug.
500 pounds Smoking Tobacco.

All the above goods must be delivered in New-York, Philadelphia, or Boston by the 1st day of June next.

Also, the following BLANKETS, which will be required to be delivered by the 1st day of August next:

1,400 pairs 3-point white Mackinac Blankets, to measure 60x72 inches, and weigh eight pounds.
1,000 pairs 2½-point white Mackinac Blankets, to measure 54x66 inches, and weigh six pounds.
75 pairs 2-point white Mackinac Blankets, to measure 42x46 inches, and weigh five and one-quarter pounds.
1,850 pairs 3-point scarlet Mackinac Blankets, to measure 60x72 inches, and weigh eight pounds.
1,250 pairs 2½-point scarlet Mackinac Blankets, to measure 54x66 inches, and weigh six pounds.
400 pairs 2-point scarlet Mackinac Blankets, to measure 42x46 inches, and weigh five and one-quarter pounds.
2,450 pairs 3-point indigo blue Mackinac Blankets, to measure 60x72 inches, and weigh eight pounds.
2,000 pairs 2½-point indigo blue Mackinac Blankets, to measure 54x66 inches, and weigh six pounds.
350 pairs 2-point indigo blue Mackinac Blankets, to measure 42x46 inches, and weigh five and one-quarter pounds.
100 pairs 2½-point green Mackinac Blankets, to measure 54x66 inches, and weigh six pounds.
200 pairs 2-point green Mackinac Blankets, to measure 42x46 inches, and weigh five and one-quarter pounds.

The bids will be opened in the presence of the Board of Indian Commissioners and a Committee to be designated by the Secretary of the Interior, as soon as the time for receiving the same shall have expired, and the contracts will be awarded as soon thereafter as practicable.

Parties bidding are required to furnish samples of the articles bid for. All the samples of each bidder shall be designated by a private mark attached to each sample, corresponding with marks on the proposals.

The prices must be given without any modification or proposed modification whatever.

The right will be reserved to require a greater or less quantity (not exceeding twenty-five per cent. in either case) of any of the articles than that specified in the above schedules at the prices proposed.

The right will be reserved to reject any or all proposals, if such a course should be deemed for the interests of the Government.

All articles furnished under contract will be required to be delivered, packed, and marked for shipment, without extra charge for cases or baling, when in original packages, according to directions which will be given, at a warehouse to be designated in the respective cities where the goods are received, and will be subject to inspection by the Board of Indian Commissioners appointed by the President; and such goods or articles as may in any respect fail to conform to the samples will be rejected, and in that case the contractor will be bound to furnish others of the required kind or quality within five days; or if that be not done, they will be purchased at his expense.

No bids will be considered from persons who have failed to comply with the requirements of a former contract.

No contract, or part thereof, will be permitted to be assigned or filled by other parties without the written consent of the Secretary of the Interior.

Payment will be made for the goods purchased on the presentation of the invoices thereof at this office, after they shall have been properly approved.

No proposal will be considered that does not strictly comply with the following form:

"I (or we) propose to furnish the Indian Department, according to the terms of the advertisement of the Commissioner of Indian Affairs, dated March 20, 1873, the following articles, at the prices thereto affixed. (Here insert the list of articles proposed to be furnished.) Said articles are to be delivered in (here insert the proposed place of delivery) by the (insert date.) And if this proposal be accepted, I (or we) will, within ten days after being notified, execute a contract accordingly and give security to the Commissioner of Indian Affairs for the faithful performance of the same."

Each proposal must be accompanied by a guarantee in the following form, to be signed by two responsible persons, whose sufficiency must be certified by a United States Judge or District-Attorney:

"We hereby jointly and severally guarantee that the above bidder, (or bidders,) if a contract shall be awarded to him (or them) according to his (or their) bid or proposal, will execute a contract accordingly, and give the requisite security for the faithful performance of the same, as prescribed in the advertisement for Proposals for Indian Goods, dated March 20, 1873; and in the event of his (or their) failure to do so, we hereby agree and bind ourselves, our heirs, executors, and administrators, to forfeit and pay to the United States, as damages, a sum not less than fifteen per cent. on the amount of said bid or proposal."

Bonds will be required in the amount of the bid for the faithful performance of the contract, with two or more sureties, whose sufficiency must be certified to by a United States Judge or District-Attorney.

H. R. CLUM, Acting Commissioner.

**PROPOSALS FOR CLOTHING.**

NAVY DEPARTMENT, BUREAU OF PROVISIONS AND CLOTHING, April 2, 1873.

Sealed proposals indorsed "Proposals for Clothing," will be received at this Bureau until 2 o'clock P. M. on the 15th day of May next, for the supply of five thousand (5,000) pairs of Blankets, to be delivered at the Brooklyn and Mare Island Navy-yards within ninety days from the date of contract, and to pass the usual Naval inspection.

Four thousand pairs of the Blankets to be delivered at the Navy-yard, Brooklyn, N. Y., and the remaining one thousand pairs to be delivered at the Navy-yard, Mare Island, California.

The Blankets must conform and be equal to the standard Navy sample, and must weigh six and one-half pounds per pair, and each Blanket must measure fifty-eight by seventy-eight inches. A bale of fifty pairs must weigh three hundred and twenty-five pounds, and no pair shall weigh less than six pounds and five ounces. They must be made of clean wool, and each Blanket must be marked "U. S. Navy," as in the sample.

Samples of the Navy Standard Blanket can be seen at the various Navy-yards and at this Bureau.

Bonds, with approved security, will be required in one-quarter the estimated amount of the contract, and twenty per cent. in addition will be withheld from the amount of each payment as collateral security for the due performance of the contract, which reservation will not be paid until the contract is fully complied with.

Every offer must be accompanied by a written guarantee, signed by one or more responsible persons, that the bidder or bidders will, if his or their bid be accepted, enter into an obligation within five days, with good and sufficient sureties, to furnish the articles proposed.

No proposal will be considered unless accompanied by such guarantee, *nor from any parties who are not bona fide manufacturers of or regular dealers in the articles they offer to furnish*, in conformity with the second section of the joint resolution approved March 3, 1863.

The Department reserves the right to reject any proposal unless the responsibility of the guarantors is certified to by the Assessor of Internal Revenue for the district in which they reside, as well as to reject any proposal not considered advantageous to the Government.

J. O. BRADFORD,
Paymaster-General, U. S. N.

**DEPOT OF ARMY CLOTHING AND EQUIPAGE.**

PHILADELPHIA, Penn., April 2, 1873.

Sealed proposals, in duplicate, with a copy of this advertisement attached to each, will be received at this office until noon, THURSDAY, May 29, 1873, for furnishing the United States Quartermaster's Department with the following named articles, viz.:

5,000 Iron Bunks.
10,000 Axe Helves.
10,000 Musquito Bars, single.
3,000 Drum Heads, batter.
12,000 Drum Heads, snare.
1,000 Wall Tents, without flies, poles or pins.
3,500 Common Tents.
2,000 sets Common Tent Poles.
720 Storm Flag Halliards.

Also, for the manufacture of 4,700 Wall Tents Flies from cotton duck now on hand at the Jeffersonville, Ind., depot.

All articles will be subjected to a rigid inspection, and none will be received which do not comply in all respects with the specifications of the contracts.

Standard samples of tents and iron bunks may be seen at the Philadelphia, Jeffersonville, Ind., and San Francisco depots.

Preference will be given to articles of domestic production and manufacture, conditions of price, and quality being equal, and such preference will be given to articles of American production and manufacture produced on the Pacific coast, to the extent of the consumption required by the public service there.

Deliveries of articles purchased on the Pacific coast to be made at San Francisco, Cal., those purchased in the Mississippi Valley, at Jeffersonville, Ind., and those purchased on the Atlantic coast, at Philadelphia, Penn.

The usual guaranty will be required of bidders, and the right to reject any or all bids, or parts of bids, is reserved.

For further information, apply at this office.

Envelopes containing proposals to be indorsed "Proposals for Camp and Garrison Equipage," and addressed to the undersigned. L. C. EASTON, Assistant Quartermaster-General, United States Army, in charge of Depot.

**DEPOT OF ARMY CLOTHING AND EQUIPAGE.**

PHILADELPHIA, Penn., March 31, 1873.

Sealed proposals, in duplicate, with a copy of this advertisement attached to each, will be received at this office until noon, THURSDAY, May 22, 1873, for furnishing the United States Quartermaster's Department with the following named articles, viz.:

15,000 Woolen Blankets.
120,000 pairs Woolen Stockings.
15,000 pairs Woolen Mittens.
180,000 pairs White Berlin Gloves.
20,000 pairs Boots, brass screwed, solid wire screws.
80,000 pairs Boottees, brass screwed, solid wire screws.

All articles will be subjected to a rigid inspection, and none will be received not equal, in all respects to standard samples, which may be seen at this office, and at that of the Depot Quartermaster, San Francisco, Cal.

Preference will be given to articles of domestic production and manufacture, conditions of price and quality being equal, and such preference will be given to articles of American production and manufacture produced on the Pacific Coast, to the extent of the consumption required by the public service there.

Deliveries to be made at Philadelphia, Penn., or San Francisco, Cal., as may be required.

Articles which are to be used in the States and Territories of the Pacific Coast, will be received and inspected at San Francisco.

The usual guaranty will be required of bidders, and the right to reject any or all bids or parts of bids is reserved.

Envelopes containing proposals, to be indorsed "Proposals for Army Clothing," and addressed to the undersigned. L. C. EASTON, Assistant Quartermaster-General United States Army, in charge of Depot.

**ADVERTISEMENT FOR PROPOSALS.**

ENGINEER OFFICE, UNITED STATES ARMY, NEWPORT, R. I., April 4, 1873.

Sealed proposals will be received at this office until 10 A. M., on the 6th day of May, 1873, as follows:

For dredging at the following places:
1—Wareham Harbor, Massachusetts.
2—Taunton River, Massachusetts.
3—Providence River, Rhode Island.
4—Wickford Harbor, Rhode Island.
5—Pawcatuck River, Rhode Island and Connecticut.
6—Stonington Harbor, Connecticut.
7—New-Haven Harbor, Connecticut.
8—Housatonic River, Connecticut.
9—Bridgeport Harbor, Connecticut.
10—Norwalk River, Connecticut.
11—Peconic River, Long Island, New-York.

For rip-rap granite:
1—Breakwater at Block Island, Rhode Island.
2—Jetty at mouth of Connecticut River.

For removing Luddington Rock, New-Haven Harbor, Connecticut.

Specifications in regard to the works and blank forms for proposals and guaranty will be sent on application to this office.

G. K. WARREN, Major of Engineers, Brevet Major-General, United States Army.

## FURNITURE.


**STORAGE AND SAFE KEEPING**

For FURNITURE, BAGGAGE, PIANOS, CARRIAGES, and all OTHER PROPERTY, in SEPARATE CLOSED COMPARTMENTS, always accessible. Goods received from any point without previous notice, and raised on elevators. Recent improvements enable wagons to discharge in interior court of warehouses, avoiding all delays and street risks. These establishments are the oldest, most extensive, and best experienced, and are GUARDED day and night by private watchmen.

**H. G. HAEGER,** 8th-av., from 33d to 34th st.

**STORAGE**

FOR FURNITURE, PIANOS, MIRRORS, AND PAINTINGS; also, for CARRIAGES, WAGONS, &c., at the NEW FIRST-CLASS WAREHOUSE, built expressly for the purpose, NOS. 102 TO 114 EAST 32D-ST., NEAR 4TH-AV. TRUNKS, CASES and other packages containing articles of EXTRA VALUE can be stored with SAFETY at low rates.

PERSONS can forward their goods from any part of EUROPE or AMERICA direct to this warehouse. THE PUBLIC is invited to examine the superior accommodations, light, ventilation, safety, &c., which this warehouse possesses over all others.

JOHN H. MORRELL, Owner and Proprietor.

**T. G. SELLEW,**

**DESKS,**

**Office and Library Furniture,**

**NO. 103 FULTON-ST., NEW-YORK.**

**Fine Cylinder Desks.**

DUMB WAITERS, HOISTING MAchines, and fire-escape elevators, the most improved. Patented Dec. 3, 1872. L. CARRIER, patentee and sole manufacturer, No. 119 West 45th-st.

ZERO REFRIGERATOR WITH COOLer is the best. ALEX. M. LESLEY, No. 224 West 23d-st. Refrigerators repaired.

**SOFT CAPSULES.** Castor-oil and many other nauseous medicines, can be taken easily and safely in DUNDAS DICK & CO.'S SOFT CAPSULES. No taste. No smell. Sold by all druggists in this City.


## LEGAL NOTICES.

SUPREME COURT, CITY AND COUNTY of New-York.—THE RAILWAY PASSENGERS' ASSURANCE COMPANY, of Hartford, Conn., plaintiffs, against HANFORD N. HAYES, Lucretia M. Birdsall, Anthony W. Dimock, Frederick Butterfield, Mary Archer, Jesse R. Irwin, George Kraemer, William Ulmer, the American National Bank, Robert J. Roberts, Eugene Randall, Moses W. Redding, James Bennett, Lewis S. Chase, John H. Hollingsworth, Edward F. Leeds, John G. Bolen, James S. Myers, John Powers, Hiram Bissell, Sylvester Bissell, and Andrew B. West, defendants.—Amended summons for relief.—(Com. not Ser.—To the defendants.—You are hereby summoned and required to answer the complaint in this action, which was this day filed in the office of the Clerk of the City and County of New-York, and to serve a copy of your answer to the said complaint on the subscriber, at his office, No. 39 Nassau-street, in the City of New-York, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiffs in this action will apply to the Court for the relief demanded in the complaint.—Dated Feb. 19, 1873. F. E. MATHER, Plaintiff's Attorney.
mh8-1aw6wS*

NEW-YORK SUPREME COURT—New-York County.—WILLIAM H. JACKSON, plaintiff, against ISAAC H. NICHOLS and HARRIET P. NICHOLS, his wife, Christopher C. Watson, Friend P. Cox and —— Cox, wife of Friend P. Cox, and William Walton.—Summons for relief.—To the defendants, Friend P. Cox and —— Cox, his wife: You are hereby summoned and required to answer the complaint in this action, of which a copy is herewith served upon you, and to serve a copy of your answer to the said complaint on the subscriber, at his office, No. 7 Warren-street, in the City of New-York, within twenty days after the service hereof, exclusive of the day of such service: and if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will apply to the Court for the relief demanded in the complaint.—Dated Feb. 26, 1873. J. H. K. BLAUVELT, Plaintiff's Attorney.

The complaint in this action was filed in the office of the Clerk of the City and County of New-York, at the Court-house in the City of New-York, on the 28th day of February, 1873.
J. H. K. BLAUVELT, Plaintiff's Attorney.
mh15-1aw6wS*

SUPREME COURT—CITY AND COUNTY of New-York.—LYDIA M. BRIGGS, plaintiff, against JAMES W. BRIGGS, defendant. Summons for relief—Com. not ser.—To the defendant: You are hereby summoned and required to answer the complaint in this action, which will be filed in the office of the Clerk of the City and County of New-York, at the Court-house, in said City, and to serve a copy of your answer to the said complaint on the subscriber, at his office, Nos 59 and 61 Liberty-street, in said City, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will apply to the Court for the relief demanded in the complaint.—Dated New-York, March 4, 1873.
WILLITT DENIKE, Jr., Plaintiff's Attorney, Nos. 59 and 61 Liberty-street, New-York.

The complaint in the above-entitled action was this day filed in the office of the Clerk of the City and County of New-York, at his office, in the new Court-house, in said City.—Dated New-York, March 15, 1873.
WILLITT DENIKE, Jr., Plaintiff's Attorney.
mh22-1aw6wSa

SUPREME COURT—QUEENS COUNTY—Place of trial, Kings County.—MILLS P. BAKER, plaintiff, against HENRY A. BEERS and —— BEERS, his wife, (Christian name unknown,) defendants.—Summons for relief.—(Com. not Ser.)—To the defendants—You are hereby summoned and required to answer the complaint in this action, which will be filed in the office of the Clerk of the County of Queens, and to serve a copy of your answer to the said complaint, on the subscriber, at his office, First-street, corner of Broadway, Brooklyn, E. D., within twenty days after the service of this summons on you, exclusive of the day of such service: and if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will apply to the Court for the relief demanded in the complaint.—Dated March 7, 1873.
OSCAR H. STEARNS, Plaintiff's Attorney.

The complaint in this action was filed in Queens County Clerk's office on the 7th day of March, 1873.
OSCAR H. STEARNS, Plaintiff's Attorney.
mh13-1aw6wSa*

SUPREME COURT—CITY AND COUNTY of New-York.—HENRY EISNER, plaintiff, against the AMERICAN FERTILIZING COMPANY, defendant.—Summons—For a money demand on contract.—To the defendant above named:

You are hereby summoned and required to answer the complaint in this action, of which a copy is herewith served upon you, and to serve a copy of your answer to the said complaint on the subscriber, at his office, No. 294 Broadway, in said City, within twenty days after the service hereof, exclusive of the day of such service; and, if you fail to answer the complaint within the time aforesaid, the plaintiff in this action will take judgment against you for the sum of one thousand four hundred and sixty-six dollars and sixty-five cents, with interest on three hundred dollars, parcel thereof, from the 1st day of November, 1872, and on eleven hundred and sixty-six dollars and sixty-five cents, residue thereof, from the 14th day of February, 1873, besides the cost of this action.—Dated New-York, Feb. 14, 1873. S. D. SEWARDS, Plaintiff's Attorney, No. 294 Broadway.

The complaint in this action was duly filed in the office of the Clerk of the City and County of New-York on the 11th day of March, 1873.
S. D. SEWARDS, Plaintiff's Attorney.
ap 5-1aw3wS*

SURROGATE'S COURT, COUNTY OF New-York.—Administration on the personal estate of PIERRE BERNARD BERGES, deceased, having heretofore been granted to Marie Victoire Berges and others by competent authority at Bordeaux, in the Republic of France, the place of domicil of said deceased, and administration on the personal estate of said deceased in the County of New-York having been applied for by Charles A. DuVivier, notice is hereby given to all creditors of said deceased, resident in the State of New-York, to present their claims to the said Charles A. Du Vivier, at the office of Coudert Brothers, No. 49 Wall-street, in the City of New-York, on or before the 4th day of August, 1873, at 11 o'clock in the forenoon of which day, and at which hour, the application aforesaid will be heard by the Surrogate of the County of New-York, at his office in the New County Court-house, in the City of New-York.—Dated New-York, Jan. 24, 1873.
ROBERT C. HUTCHINGS, Surrogate.
jan25-1aw6mF*

## SURROGATE NOTICES.

IN PURSUANCE OF AN ORDER OF Robert C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against JESSE W. BENEDICT, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business at the office of Boardman & Boardman, attorneys, Nos. 320 and 322 Broadway, in the City of New-York, on or before the 21st day of June next.—Dated New-York the 9th day of November, 1872.
FRANCES ANN BENEDICT, Executrix.
PETER CARTER and COLEMAN BENEDICT, Executors.
n30-1aw6mSa*

IN PURSUANCE OF AN ORDER OF Robert C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against GUSTAV HEINRICH WITTHAUS, late of the City of New-York, merchant, deceased, to present the same, with vouchers thereof, to the subscriber, at the office of Rudolph August Witthaus, No. 34 West 35th-street, in the City of New-York, on or before the 27th day of September next.—Dated, New-York, the 19th day of March, 1873.
JULIA CATHARINE WITTHAUS,
RUDOLPH AUGUST WITTHAUS,
FRANCIS TILLOU,
EDWIN JULIUS WITTHAUS,
GUSTAVUS HENRY WITTHAUS, Jr.,
Executrix and executors.
m22-1aw6m-S*

IN PURSUANCE OF AN ORDER OF Robert C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against JOSHUA L. UNDERHILL, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, at the office of Underhill & Ulshoeffer, No. 54 Wall-street, in the City of New-York, on or before the 20th day of May next.—Dated New-York, the 14th day of November, 1872. HENRY H. UNDERHILL, Executor.
n16-1aw6mS*

NOTICE IS HEREBY GIVEN, IN pursuance of an order of the Surrogate of the County of New-York, and according to law, to all persons having claims against ELIZABETH McLEOD, late of the City of New-York, deceased, that they are required to exhibit the same, with the vouchers thereof, to the subscriber, the executor of the last will and testament of the said deceased, at the subscriber's office and place of transacting business, No 74 (seventy-four) Broadway, in the City of New-York, on or before the 28th day of August next.—Dated New-York, the 21st day of February, 1873.
JOHN M. MASON, Executor.
f22-1aw6mS.

IN PURSUANCE OF AN ORDER OF Robert C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against GEORGE NEWSCHAFER, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at her residence, No. 219 East Thirty-first-street, in the City of New-York, on or before the 22d day of July next.—Dated New-York, the 15th day of January, 1873.
CATHARINE NEWSCHAFER, Executrix.
SAMUEL W. TUTTLE, Proctor for Executrix.
ja18-1aw6mS*

IN PURSUANCE OF AN ORDER OF Robert C. Hutchings, Esq, Surrogate of the County of New-York, notice is hereby given to all persons having claims against Mrs. MARY A. GOMPERTS, late of the City of New-York, in the County and State of New-York, deceased, to present the same, with vouchers thereof to the subscribers at the book-store of J. Milton Ferry, No. 76 Bowery, in the City of New-York on or before the 15th day of May next.—Dated, New-York, the 8th day of November, 1872.
HIRAM RAYNOR,
JOHN TOWNSHEND. Executors.
n9-1aw6mS*

IN PURSUANCE OF AN ORDER OF Robert C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against DAVID S. BROWN, late of the City of New-York, soap manufacturer, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of business, No. 10 Peck-slip in the City of New-York, on or before the 10th day of October next.—Dated New-York, the 3d day of April, 1873.
FRANKLIN BROWN,
SAMUEL BROWN,
Executors.
'a5-1aw6wS*

IN PURSUANCE OF AN ORDER OF Robert C. Hutchings, Esq., Surrogate of the County of New-York: Notice is hereby given to all persons having claims against THOMAS BAILEY, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at the office of A. V. W. Van Vechten, No. 46 Pine-st., in the City of New-York, on or before the 15th day of October next.—Dated New-York, the 4th day of April, 1873.
HANNAH BAILEY, Executrix.
ap5-1aw6mS*

## EXCURSIONS.


**FOR EXCURSIONS.**
SALOON STEAMER WYOMING.
Barges, SARAH SMITH, CALEDONIA, REPUBLIC, and J. R. BALDWIN.
Oriental Grove, Excelsior Park, Eaglewood, and other Groves to let.
Also, Tug-boats, such as desired.
Office 383 West-st., opposite Christopher-st. Ferry.
H. B. CROSSETT.


## DENTISTRY.


ADVICE.—PERSONS WISHING TEETH extracted without pain go to Dr. HASBROUCK, formerly operator at Colton's. Office No. 966 Broadway, corner 23d-st.


## SHIPPING.


**NATIONAL LINE OF STEAM-SHIPS.**

WEEKLY TO QUEENSTOWN AND LIVERPOOL.
FORTNIGHTLY TO LONDON DIRECT.
From Piers Nos. 44 and 47 North River.

TO QUEENSTOWN AND LIVERPOOL.
FRANCE, THOMSON.....Monday, April 14, at 3 P. M.
SPAIN, GRACE..........Saturday, April 19, at 10 A. M.
ITALY, GRIGS..........Saturday, April 26, at 3 P. M.
GREECE, THOMAS........Saturday, May 3, at 10 A. M.
TO LONDON DIRECT.
DENMARK, SUMNER....Thursday, May 1, at 9 A. M.

These steam-ships are

**THE LARGEST IN THE TRADE.**

Cabin passage..................$60 and $90, currency
Steerage..................................$29, currency

Prepaid steerage tickets from Liverpool, Queenstown, Londonderry, Glasgow, Cardiff, Bristol, or London,

**CHEAPER THAN BY ANY OTHER LINE.**

For further information apply at the Company's office, No. 69 Broadway.
F. W. J. HURST, Manager.

**WHITE STAR LINE,**

FOR QUEENSTOWN AND LIVERPOOL, CARRYING THE

**UNITED STATES MAIL.**

NEW AND FULL-POWERED STEAM-SHIPS, sailing from New-York on SATURDAYS, from Liverpool on THURSDAYS, calling at Cork Harbor each way.

ADRIATIC........SATURDAY, April 19, 10½ A. M.
BALTIC..........SATURDAY, April 26, at 3 P. M.
CELTIC..........SATURDAY, May 3, at 10½ A. M.
OCEANIC.........SATURDAY, May 10, at 10½ A. M.

From White Star Dock, Pavonia Ferry, Jersey City.

Passenger accommodations (for all classes) unrivaled, combining

**SAFETY, SPEED AND COMFORT.**

Saloon, State-rooms, Smoking-room and Bath-rooms in MIDSHIP section, where least motion is felt. Surgeons and stewardesses accompany these steamers.

Rates—Saloon, $100, gold; steerage, $30, currency. Those wishing to send for friends from the old country can now obtain steerage prepaid certificates, $32, currency.

Passengers booked to or from all parts of America, to Paris, Hamburg, Norway, Sweden, India, Australia, China, &c.

Drafts from £1 upward.

For inspection of plans and other information apply at the Company's offices, No. 19 Broadway, New-York. J. H. SPARKS, Agent.

**ANCHOR LINE.**

Steamers sail from Pier 20 North River, New-York, EVERY WEDNESDAY AND SATURDAY.

| | |
|---|---|
| Europa......Sat., April 12 | Alexandria.Wed., April 30 |
| Trinacria...Wed., April 16 | Australia.......Sat., May 3 |
| California...Sat., April 19 | Ismailia.........Wed., May 7 |
| Columbia...Wed., April 23 | Victoria........Sat., May 10 |
| India.........Sat., April 26 | Castalia......Wed., May 14 |

The passenger accommodations on steamers of this line are unsurpassed for elegance and comfort. Cabin state-rooms are all on upper deck, thus securing good light and ventilation.

RATES OF PASSAGE TO GLASGOW, LIVERPOOL, OR LONDONDERRY.

| | Sat. Steamers. Gold. | Wed. Steamers. Currency. |
|---|---|---|
| Cabins | $75 and $65 | $75 and $65 |
| Cabin return tickets, securing best accommodations | $130 | $130 |

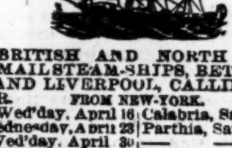
STEERAGE, $30, CURRENCY.

Tickets for passage to or from any seaport or railway station in Great Britain, Ireland, or the Continent issued at lowest rates.

Drafts for any amount at current rates.

Company's Offices, No. 7 Bowling-green, New-York.
HENDERSON BROTHERS, Agents.

**CUNARD LINE.**



THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAM-SHIPS, BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR.

FROM NEW-YORK.

| | |
|---|---|
| *Russia, Wed'day, April 16 | Calabria, Sat'day, April 19 |
| *Java, Wednesday, April 23 | Parthia, Saturday, April 26 |
| *Cuba, Wed'day, April 30 | —— —— —— |
| *Scotia, Wed'day, May 7 | Abyssinia, Sat'day, May 10 |
| Algeria, Wed'day, May 14 | Batavia, Sat'day, May 17 |

Steamers marked thus * do not carry steerage passengers.

And every following WEDNESDAY and SATURDAY from New-York.

RATES OF PASSAGE.

Cabin, $80, $100, and $130, gold, according to accommodation. Tickets to Paris, $15, gold, additional. Return tickets on favorable terms.

Steerage..................................$30, currency

Steerage tickets from Liverpool and Queenstown and all parts of Europe at lowest rates. Through bills of lading given for Belfast, Glasgow, Havre, Antwerp, and other ports on the Continent, and for Mediterranean ports. For freight and cabin passage apply at the Company's office, No. 4 Bowling-green. For steerage passage at No. 111 Broadway, Trinity Building. CHAS. G. FRANCKLYN, Agent.

**INMAN LINE FOR QUEENSTOWN AND LIVERPOOL.**

Royal Mail Steamers are appointed to sail as follows:

CITY OF BROOKLYN.....Saturday, April 12, 2 P. M.
CITY OF WASHINGTON, Thursday, April 17, 9 A. M.
CITY OF ANTWERP......Saturday, April 19, 9 A. M.
CITY OF BALTIMORE....Thursday, April 24, 2 P. M.
CITY OF LONDON.......Saturday, April 26, 2 P. M.

and each succeeding SATURDAY and THURSDAY, from Pier No. 45 North River.

RATES OF PASSAGE.

CABIN, $85 and $100, gold, according to accommodations. Round trip tickets at low rates.

STEERAGE, to Liverpool, Queenstown, Glasgow, Londonderry, London, Bristol or Cardiff, $30. Prepaid certificates, $32, currency.

Passengers also forwarded to Havre, Hamburg, Sweden, Norway, Denmark and Paris, at reduced rates.

Drafts issued at lowest rates.

For Cabin Passage and general business apply at the Company's office, No. 15 Broadway.

For Steerage Passage, at No. 32 Broadway.
JOHN G. DALE, Agent.

Or to O'DONNELL & FAULK, No. 402 Chestnut-st., Philadelphia.
M. S. CREAGH, No. 102 State-st., Boston.
F. C. BROWN, No. 86 South Market-st., Chicago.
WM. INMAN, Liverpool, and No. 9 Rue Scribe, Paris.

**ONLY DIRECT LINE TO FRANCE.**

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAM-SHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.

The splendid vessels on this favorite route for the Continent will sail from Pier No. 50 North River as follows:

VILLE DU HAVRE...SURMONT..Saturday, April 19
PEREIRE..........DANRE....Saturday, May 3
WASHINGTON.......ROUSSAN..Saturday, May 17
ST. LAURENT......LEMARIE..Saturday, May 31

PRICE OF PASSAGE IN GOLD (including wine) TO BREST OR HAVRE.

First cabin..........$125 | Second cabin..........$75

Excursion tickets at reduced rates.

These steamers do not carry steerage passengers.

American travelers going to or returning from the Continent of Europe, by taking the steamers of this line, avoid both transit by English railway and the discomforts of crossing the Channel, besides saving time, trouble, and expense.

GEORGE MACKENZIE, Agent, No. 58 Broadway.

**STATE LINE STEAM-SHIP CO.**

NEW-YORK AND GLASGOW, via LONDONDERRY.

These elegant new Clyde-built steamers will sail from State Line Pier, Martin Stores, Brooklyn, N. Y., for Glasgow, via Londonderry, as follows:

PENNSYLVANIA, 2,500 tons....Wednesday, May 7
GEORGIA, 2,500 tons..........Wednesday, June 4
VIRGINIA, 2,500 tons.........Wednesday, June 18

And every alternate Wednesday thereafter, taking passengers at through rates to all parts of Great Britain and Ireland, Norway, Sweden, Denmark, and Germany. Drafts for £1 and upward.

For freight or passage apply to AUSTIN BALDWIN & CO., Agents, No. 72 Broadway.

Steerage passage office, No. 45 Broadway.

**FOR LIVERPOOL.**
(VIA QUEENSTOWN,)
CARRYING THE UNITED STATES MAILS.

THE LIVERPOOL AND GREAT WESTERN STEAM COMPANY will dispatch one of their first-class full-power iron screw steam-ships from PIER NO. 46 NORTH RIVER, EVERY WEDNESDAY, as follows:

IDAHO, Capt. MORGAN..............April 16, at 3 P. M.
MINNESOTA, Capt. T. F. FREEMAN, Ap. 23, at 2½ P. M.
MANHATTAN, Capt. PRICE, Jr....April 30, at 3 P. M.
WISCONSIN, Capt. T. W. FREEMAN May 7, at 1½ P. M.
NEVADA, Capt. FORSYTH...........May 14, at 3 P. M.
WYOMING, Capt. PRICE............May 21, at 1½ P. M.

Cabin passage, $80, gold.
Steerage passage, (Office No. 29 Broadway,) $30, currency.

For freight or cabin passage apply to WILLIAMS & GUION, No. 63 Wall-st.

**FOR SAVANNAH, GA., THE FLORIDA PORTS, AND THE SOUTH AND SOUTH-WEST.**

GREAT SOUTHERN FREIGHT AND PASSENGER LINE.
CENTRAL RAILROAD OF GEORGIA AND ATLANTIC AND GULF RAILROAD.
TUESDAYS, THURSDAYS AND SATURDAYS.

THE STEAM-SHIP

HUNTSVILLE, Capt. CROWELL, SATURDAY, April 12, from Pier No. 13 North River, at 3 P. M.
R. LOWDEN, Agent, No. 93 West-st.

SAN SALVADOR, Capt. NICKERSON, SATURDAY, April 12, from Pier No. 8 North River, at 3 P. M.
WM. R. GARRISON, Agent, No. 5 Bowling-green.

LEO, Capt. DEARBORN, TUESDAY, April 15, from Pier No. 16 East River, at 3 P. M.
MURRAY, FERRIS & CO., Agents, No. 62 South-st.

GENERAL BARNES, Capt. MALLORY, THURSDAY, April 17, from Pier No. 8 North River, at 3 P. M.
WM. R. GARRISON, Agent, No. 5 Bowling-green.

Insurance by this line ONE-HALF PER CENT.
Superior accommodations for passengers.
Through rates and bills of lading in connection with Central Railroad of Georgia to all points.
Through rates and bills of lading in connection with the Atlantic and Gulf Freight line.

| | |
|---|---|
| C. D. OWENS, Agent A. & G. R. R., No. 229 Broadway. | GEORGE YONGE, Agent C. R. R., No. 409 Broadway |

**DIRECT LINE TO HAVANA.**

HAVANA, PROGRESO AND VERA CRUZ.
New-York and Mexican Mail Steam-ship Line, leaving Pier 3 N. River, at 3 P. M., every Thursday.
CITY OF HAVANA, (Havana only).........April 17
CITY OF MERIDA, (Havana only).........April 24
CLEOPATRA, (Havana and Mexico)........May 1
CITY OF HAVANA, (Havana only,)........May 8
For freight or passage apply to
F. ALEXANDRE & SONS, No. 33 Broadway.

**PACIFIC MAIL STEAM-SHIP COMPANY'S LINE TO CALIFORNIA, JAPAN AND CHINA,**

VIA PANAMA, CARRYING MAILS, PASSENGERS, AND FREIGHT TO ASPINWALL, PANAMA, SANTA MARTHA, GREYTOWN, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

April 19.—Steamer OCEAN QUEEN, Capt. SEABURY, will leave Pier No. 42 North River at 12 o'clock noon for Aspinwall direct, connecting at Panama with the steamer MONTANA, Capt. NOLAN, touching at Acapulco, Manzanillo, Mazatlan; also connecting for all Central American and South Pacific ports. Departures of 10th and 20th each month connect with the Company's steamer, touching at San Benito, Tonala, Salina Cruz, and Port Angel.

Steamer CHINA will leave San Francisco April 16, 1873, for Japan and China. For rates of passage, freight, and all further information apply at Company's office on the pier, foot of Canal-st.
F. R. BABY, Agent.

**THE GREAT SOUTHERN FREIGHT AND PASSENGER LINE,**

FOR CHARLESTON, S. C., THE FLORIDA PORTS, AND THE SOUTH AND SOUTH-WEST.

SAILING TRI-WEEKLY AT 3 P. M., From Pier No. 29 North River.

JAMES ADGER, Capt. T. J. LOCKWOOD, Tuesday, April 8.
GEORGIA, Capt. CROWELL, Thursday, April 10.
MANHATTAN, Capt. M. S. WOODHULL, Saturday, April 12.

Superior accommodations for passengers.
Insurance by this line ONE-HALF PER CENT.
Goods forwarded free of commission.

Passage tickets and bills of lading issued and signed at the office of HENRY R. MORGAN & CO., Agents, No. 177 West-st., (corner of Warren.)

Through freight tariffs. Passage tickets by all routes and to all points in the South or South-west, and further information can be obtained at the office of BENTLEY D. HASELL, General Agent Great Southern Freight Line, No. 317 Broadway.

**ATLAS STEAM-SHIP COMP'Y**

MAIL SERVICE TO JAMAICA, HAYTI, NASSAU, HAVANA, CURACOA, VENEZUELA, AND THE SPANISH MAIN.

The company's first-class iron-built screw steamers will be dispatched (unless prevented by unforeseen circumstances) as follows:

The steam-ship LAGOS, Capt. PEGDEN, for Nassau and Havana, on the 12th April.

The steam-ship ST. THOMAS, Capt. DRAKEFORD, for Port-au-Prince, Curacoa, La Guayra, and Puerto Cabello, on the 16th April.

The steam-ship MANDINGO, Capt. SPENCE, for Havana direct, on 26th April.

The steam-ship CLARIBEL, Capt. BAYLEY, for Turk's Island, Kingston, and Savanilla, on the 29th April.

For freight and passage, apply to PIM, FORWOOD & CO., General Agents, No. 56 Wall-st. and No. 59 Pine-st., New-York.

**RED BALL LINE OF MAIL STEAMERS,**

**RATES OF PASSAGE REDUCED.**

NEW-YORK TO DEMERARA.

Calling at St. Thomas and Barbadoes to land mails and passengers. The first-class, full-powered iron steamers of this line are intended to sail from Pier No. 18 East River.

These steamers are specially adapted to tropical service, have large state-rooms, bath-rooms and superior ventilation, and take only first-class passengers. A limited amount of cargo will be taken. HORNSTEDT & GARTHORNE, Owners, No. 70 South-st., New-York. For freight or passage apply to E. K. MORGAN'S SONS, 70 South-st., N. Y.

**SAMANA,**

FOR PUERTA PLATA, SAMANA, AND SAN DOMINGO CITY.

The United States mail steam-ship TYBEE, Capt. DELANOY, will leave Pier No. 4 North River, THURSDAY, April 17, at 3 P. M. Bills of exchange on Puerta Plata, Samana, and San Domingo City, in sums to suit purchasers, for sale. For freight or passage apply to SPOFFORD BROTHERS & CO., No. 29 Broadway.

**NEW-YORK AND HAVANA DIRECT MAIL LINE.**

These first-class steam-ships will sail every TUESDAY, at 3 P. M., from Pier No. 13, North River, (foot of Cedar-st.,) for Havana direct, as follows:

Steam-ship CRESCENT CITY, TUESDAY, April 15.
Steam-ship WILMINGTON, TUESDAY, April 22.
Steam-ship MORRO CASTLE, TUESDAY, April 29.

For freight or passage (having magnificent accommodations) apply to WM. P. CLYDE & CO., No. 119 Wall-st.

D. McKELLER, Agent in Havana.
March 31, 1873.

**FOR ST. THOMAS AND BRAZIL.**

RATES OF FREIGHT REDUCED.
UNITED STATES AND BRAZIL STEAM-SHIP COMPANY.
REGULAR MAIL STEAMERS sailing on the 23d of every month.

MERRIMACK, Capt. WEIR...........................April 23
SOUTH AMERICA, Capt. TINKLEPAUGH.....May 23
ONTARIO, Capt. SLOCUM.........................June 23

These splendid steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia, and Rio de Janeiro, going and returning. For engagements of freight or passage, apply to WM. R. GARRISON, Agent, No. 5 Bowling-green, New-York.

**COOK'S TOURS TO VIENNA.**

Eighty-seven different routes, via London, the Rhine, Paris, Switzerland, &c., at great reductions; available by all lines of steamers from American ports.

COOK'S ITALIAN TOURS, nearly 100 in number, at reductions ranging from thirty to forty-five per cent. below ordinary prices, combining all parts of Europe with Italy.

COOK'S TOURS ROUND THE WORLD.
Price $1,050 gold, (available for going West or East.)
The regular traveling tickets issued by COOK, SON & JENKINS, No. 262 Broadway, New-York, and Fleet-st., London.

Special Personally Conducted Party leaves May 10, for Italy and Vienna, (105 days,) from New-York; $750 gold, which includes all expenses for the tour.

**NOTICE TO TRAVELERS.**

Families or gentlemen going to travel on the Continent of Europe, who can afford the expense of a courier, should never leave Paris without one. Their services are invaluable in relieving the traveler from multiplicity of cares and troubles respecting passports, railroad accommodation and conveyance of luggage, in securing the best accommodation, in protecting the traveler from imposition and an infinity of annoyances, to which they are exposed in various parts of the Continent. Competent and trustworthy couriers and traveling servants may always be obtained by applying to the COURIER SOCIETY, No. 3 Rue d'Alger, near the Tuilleries Garden, Paris.


## PUBLIC NOTICES.

ORDINANCES APPLICABLE TO THE ORDINARY USE OF THE CENTRAL PARK.—The Board of Commissioners of the Department of Public Parks, this 31st day of March, A.D. 1873, adopt and ordain the following ordinances for the use of the Central Park, to be observed by all persons not in the service of the Department:

I. No one shall enter or leave the Park except at the established entrance-ways, nor shall any one enter or remain in it after 11 o'clock at night, during the six months beginning May 1; nor after 9 o'clock at night during the six months beginning Nov. 1, except as, on special occasions, its general use may be authorized beyond the regular hours.

II. No one shall climb upon or in any way cut, break, injure, or deface any wall, fence, shelter, seat, statue, or other erection, nor any turf, tree, shrub, or other plant, nor throw stones or other missiles, nor discharge, fire, or carry any fire-arm, fire-cracker, torpedo, or fire-works, nor make a fire, nor play any musical instrument, nor offer or expose things for sale, nor post or display any sign, placard, flag, banner, target, transparency, advertisement, or device of business, nor solicit business or fares, nor beg or publicly solicit subscriptions or contributions, nor tell fortunes, nor play games of chance or with any table or instruments of gaming, nor make any oration or harangue, nor utter loud, threatening, abusive, or indecent language, nor do any indecent or obscene act.

III. No quadrupeds except those placed in the Park by the Commissioners, and except dogs when controlled by a line of suitable strength not more than six feet in length, and horses and others used for pleasure travel, shall be driven or conducted into the Park, or allowed to remain in it.

IV. The drives shall be used only by persons in pleasure-carriages or on horseback; the ride only by persons on horseback; animals to be used on either shall be well broken and constantly held in such control, that they may be easily and quickly turned or stopped; they shall not be allowed to move at a rate of speed which shall be alarming or cause danger, nor under any circumstances at a rate of speed on the drive of more than seven miles, nor on the ride of over twelve miles an hour; and when any park-keeper shall deem it necessary to safety, good order, or the general convenience, that the speed of an animal shall be checked, or that it should be stopped, or its course altered, and shall so direct, by gesture or otherwise, it shall be the duty of the rider or driver of such animal to follow such direction; and no horse or other beast of burden or draft shall be driven or suffered to stand anywhere, except on the drive or ride.

V. No hackney-coach or other vehicle for hire shall stand within the Park, for the purpose of taking up passengers, other than those whom it has brought in. No omnibus or express-wagon, and no wagon, cart, or other vehicle, carrying, or ordinarily used to carry merchandise, goods, tools, or rubbish, and no fire-engine or other apparatus on wheels for extinguishing fires, shall enter or be allowed upon any part of the Park.

VI. No military or target company, and no civic, funeral, or other procession, or a detachment of a procession, and no hearse or other vehicle, or persons, carrying the body of a dead person shall enter or be allowed on any part of the Park.

VII. No person shall bathe or angle, or take fish, or send or throw or place any animal or thing in or on the waters, or disturb or annoy the birds or animals in the Park.

VIII. No person shall go on the turf except when and where the word "common" is posted as an indication that at that time and place all persons are allowed to go on it.

IX. No person shall bring into or carry within the Park any tree, shrub, plant or flower, nor any newly-plucked branch or portion thereof.

X. When necessary to the protection of life or property, the officers and keepers of the Park may require all persons to remove from, and keep off any designated part thereof.

XI. On the arrest of a person in the Park, he shall be forthwith conducted to one of the keepers' stations, the officer in charge of which shall determine whether he shall thence be conveyed before a magistrate or be discharged.

By order of the Board of Commissioners of the Department of Public Parks.
HENRY G. STEBBINS, President.
F. W. WHITTEMORE, Secretary.

## MACHINERY.


**WILLIAM A. HARRIS,**
PROVIDENCE, R. I.,
BUILDER OF THE
HARRIS-CORLISS ENGINE,
WITH HARRIS' PATENTED IMPROVEMENTS.
SEND FOR CIRCULARS.


## RAILROADS.


**PENNSYLVANIA RAILROAD.**

Trains leave New-York, from foot of Desbrosses and Cortlandt sts., as follows:

Express for Harrisburg, Pittsburg, the West and South, with Pullman Palace Cars attached, 9:30 A. M., 5, 7, and 8:30 P. M. Sunday, 5, 7, 8:30 P. M.

For Baltimore, Washington, and the South at 9 A. M., 1, 9 P. M. Sunday, 9 P. M.

Express for Philadelphia 8, 9, 9:30 A. M., 12:30, 1, 4, 5, 6, 8:30, 9 P. M., and 12 night. Sunday, 5, 8:30, and 9 P. M.

For Philadelphia, via Kensington, at 7 A. M. and 3 P. M.

Emigrant and second class, 7:15 P. M.

For Newark at 6, 6:30, 7, 7:30, 8, 8:10, 9, 10, 11, 11:40 A. M., 12, 1, 2, 2:30, 3, 3:20, 3:40, 4:10, 4:30, 5, 5:20, 5:40, 6, 6:10, 6:30, 7, 7:30, 8:10, 9, 10, 11:30, 12 P. M. Sunday, 5:20, 6, 8:10, 9 P. M.

For Elizabeth, 6, 6:30, 7, 7:40, 8, 8:10, 9, 10, 11, 11:40 A. M., 12 M., 12:30, 1, 2, 2:30, 3, 3:20, 3:40, 4, 4:10, 4:30, 5:20, 5:50, 6, 6:10, 6:30, 7:30, 8:10, 10, 11:30, 12 P. M. Sunday, 5:20, 6, and 8:10 P. M.

For Rahway, 6, 6:30, 7, 8, 10, 9:30, and 10 A. M., 12 M., 1, 2, 2:30, 3, 3:20, 3:40, 4:10, 4:30, 5:20, 5:50, 6, 6:30, 7:30, 8:10, 10 P. M., and 12 night. Sunday 5:20 and 6 P. M.

For Woodbridge and Perth Amboy, 6 and 10 A. M., 2:30, 3:40, 4:30, and 5:50 P. M.

For New-Brunswick, 7, 10 A. M., 12 M., 1, 2, 3, 4:10, 5:20, 6, 9 P. M., and 12 night. Sunday 5 and 9 P. M.

For East Millstone, 7 A. M., 12 M., 4:10 and 5:20 P. M.

For Lambertville and Flemington, 9 A. M. and 2 P. M.

For Philipsburg and Belvidere, 2 and 4 P. M.

Accommodation for Bordentown, Burlington, and Camden, 7 and 9:30 A. M., 12:30, 2, 3, 3:40, 4, and 6 P. M.

For Freehold, 7, 8 A. M., 2 and 4 P. M.

For Jamesburg, Pemberton, Camden, 6 A. M., 3:40 P. M.

Trains arrive as follows: From Pittsburg, 6:50 A. M., 1:03 P. M., daily; 10:14 A. M. and 6:34 P. M., daily, except Monday. From Washington and Baltimore, 6:40 A. M., 4:54, 10:12 P. M.; Sunday 6:40 A. M. From Philadelphia, 5:21, 6:50, 10:14, 11:04, 11:54 A. M., 2:14, 3:14, 6:04, 8:43 P. M.; Sunday, 5:21, 6:50, 11:54 A. M.

Ticket offices, Nos. 526, 435, 271, and 944 Broadway; No. 1 Astor House, and foot of Desbrosses and Cortlandt sts. Emigrant Ticket-office, No. 8 Battery-place.

A. J. CASSATT, General Manager. D. M. BOYD, Jr., Gen. Pass. Agent.

**NEW-YORK MIDLAND RAILWAY.**

WINTER ARRANGEMENT, taking effect Dec. 2, 1872.

Passenger depots foot Cortlandt and Desbrosses sts. as follows:

For New-Durham and Maywood—7, 9:10, 10:50 A. M.; 1, 4:30, 5:20, 6:20, and 11:30 P. M.

For Hackensack, Paterson, Hawthorne, Midland Park, and Wortendyke—7, 9:10, 10:50 A. M.; 1, 3:30, 4:30, 6:20, *11:30 P. M.

For Ridgefield Park, Bogota, Rochelle, Dundee Lake, Market Street, and Riverside—7, 10:50 A. M.; 1, 4:30, 5:20, 6:20, 11:30 P. M.

For Wyckoff, Pompton, and Montclair Junction—7, 9:10, 10:50 A. M.; 3:30, 4:30, and 6:20 P. M.

For Campgaw, Oakland, Bloomingdale, and West Bloomingdale—7, 9:10, 10:50 A. M.; 4:30, 5:20 P. M.

For Smith Mills, Charlotteburg, Stockholm, Snufftown, Ogdensburg, and Quarryville—7, 9:10 A. M.; 4:30 P. M.

For New-Foundland, Franklin, Hamburg, Deckertown, Unionville, West Town, Johnson, Slate Hill, Middletown, and Bloomingburg—‡7, 9:10 A. M.; 3:30, †4:30 P. M.

For Pine Bush, Huntsboro, Fallsburg, Monticello, Liberty Falls, and Ellenville—9:10 A. M.; 3:30 P. M.

Returning, leave Liberty Falls at 6:54 A. M., 1:35 P. M.; Ellenville, 7:42 A. M., 2:15 P. M.; Middletown, 6, 8:55 A. M., 2:37, 5:45 P. M.; West Bloomingdale, 7, 9:30 A. M., 2, 6:04 P. M.; Wortendyke, 6:25, 7:37, 9, 11:23 A. M., 2:27, 4:05, 6:55, 10:50 P. M.; Paterson, 5:45, 6:47, 7:55, 9:19, 11:38 A. M., 2:37, 4:24, 7:15, 11:12 P. M.

Arriving in New-York at 6:55, 8, 9:10, 10:20 A. M.; 12:50, 4:10, 5:40, 8:25 P. M., and 12:50 A. M.

MONTCLAIR DIVISION.

Trains leave New-York, foot Cortlandt and Desbrosses sts., for Montclair, Pompton, and intermediate stations, 9:10 A. M., 3:30 and 4:30 P. M. For Montclair and intermediate stations, 7:40 A. M., 5:20 and 6:20 P. M. Arrive, 7:20, 8:27, 9:10, 10:04 A. M., 4:10 and 8:25 P. M.

‡ Does not run beyond Middletown.
* Does not run beyond Hawthorne.
† Does not run beyond Bloomingburg.
C. W. DOUGLASS, Superintendent.
WM. H. WEED, General Ticket Agent.

**CENTRAL RAILROAD OF NEW-JERSEY.**—Allentown Line to the West.—Passenger and Freight Depot in New-York, foot of Liberty-st.—Winter Arrangement—Commencing Dec. 16, 1872, leave New-York as follows:

5 A. M.—Way-train for Somerville.

7 A. M.—For Flemington, Easton, Bethlehem, Bath, Mauch Chunk, Wilkesbarre, Pittston, Mahanoy City, Mt. Carmel, Hazleton, Towanda, &c., with through cars to Williamsport; connects at Junction with Delaware, Lackawanna and Western Railroad.

9 A. M.—Morning Express, daily (except Sundays,) for Easton, Allentown, Harrisburg, and the West; connects at Somerville for Flemington; at Easton for Mauch Chunk, Wilkesbarre, Scranton, Towanda, Waverley, &c.

10:15 A. M.—Way-train for Somerville.

12 M.—Way-train for Somerville.

12:30 P. M.—For Flemington, Easton, Bath, Allentown, Mauch Chunk, Mahanoy City, Hazleton, Wilkesbarre, Scranton, Reading, Columbia, Lancaster, Pottsville, Harrisburg, &c.

2:30 P. M.—For Easton, Bethlehem, and Allentown.

3:15 P. M.—For Plainfield.

4 P. M.—For Easton, Allentown, and Mauch Chunk; connects at Junction with Delaware, Lackawanna and Western Railroad.

4:30 P. M.—For Somerville and Flemington.

5 P. M.—For Somerville.

5:15 P. M.—For Plainfield.

5:30 P. M.—Evening Express, daily, for Easton, Bethlehem, Allentown, Reading, Harrisburg, Pittsburg, and Chicago.

6 and 6:45 P. M.—For Somerville.

7:30 P. M.—(Emigrant)—For Easton.

9 and 11 P. M.—For Plainfield.

For Elizabeth at 6, 6:40, 7, 7:15, 8, 8:45, 9, 9:30, 10:15, 11, 11:45 A. M.; 12 M., 12:50, 1, 2, 2:15, 2:45, 4, 4:15, 4:30, 4:45, 5, 5:15, 5:30, 5:45, 6, 6:20, 6:45, 7:15, 7:30, 9, 10, 11, 12 P. M.

R. E. RICKER, Superintendent and Engineer.
H. P. BALDWIN, General Passenger Agent.

**NEW-YORK, NEW-HAVEN AND HARTFORD RAILROAD.**

Passenger Station in New-York, Grand Central Depot. Entrance on 42d-St.

TRAINS LEAVE NEW-YORK.

Boston Express via Springfield at 8:05 A. M., 3:00, and 8:00 P. M., via Shore Line at 12:30 and 9:00 P. M., all stopping at Stamford, South Norwalk and Bridgeport.

Trains for New-Haven leave at 7:00, 8:00 (Ex.), 11:00 A. M.; 12:30, (Ex.,) 3:00, 4:35, 5:00, 5:35, 8:00 (Ex.) P. M. Additional to Bridgeport at 9:00 A. M. to South Norwalk at 6:35 P. M., and to Stamford at 10:00 A. M.; 2:20, 4:50, 6, and 7:20 P. M. The 5:35 P. M. Express stops at New-Rochelle and Port Chester, and the 9:07 P. M. Express at Mt. Vernon, Mamaroneck, and Rye.

Sunday Boston Mail Trains at 7:00 P. M. via Springfield and 9:07 P. M. via Providence.

Drawing-room cars on Day Express and Sleeping Cars on Night Express Trains.

Tickets can be purchased at ticket office of company at Grand Central Depot, or at offices of New-York Transfer Company, No. 944 Broadway, New-York, and No. 1 Court-st., Brooklyn; who will also check baggage from residence to destination.

For further information of particulars see posters at hotels and depots.

JOHN T. MOODY, Sup't of N. Y. and N. H. Div.

**NEW-YORK CENTRAL & HUDSON RIVER RAILROAD.**

Commencing on Monday, Nov. 4, 1872. Through Trains will leave Grand Central Depot.

8.00 A. M., Chicago and Montreal Express, with drawing-room cars through to Rochester and St. Albans.

10.30 A. M., Special Chicago Express, with drawing-room cars to Buffalo and Niagara Falls.

10.45 A. M., Northern and Western Express.

3.40 P. M., Special Express for Albany and Troy.

4.00 P. M., Montreal Express, with sleeping-cars from New-York to St. Albans.

6.00 P. M., Express, daily, with sleeping-cars for Watertown and Canandaigua.

8.00 P. M., Pacific Express, with sleeping-cars for Rochester, Buffalo and Niagara Falls; also, for Chicago via both L. S. and M. C. Railroads. This train runs on Sundays.

11.00 P. M., Express, with sleeping-cars for Troy and Albany.

C. H. KENDRICK, General Passenger Agent.

**LONG ISLAND RAILROAD COMPANY.**

Trains will leave James slip as follows. (Leave 34th-st., East River, fifteen minutes later.)

8:30 A. M.—Greenport Mail.

10:30 A. M.—Port Jefferson, Northport, Locust Valley, and Rockaway trains.

3 P. M.—Riverhead and Sag Harbor Express trains. (through to Greenport on Saturdays.)

4 P. M.—Port Jefferson, Northport, and Locust Valley Express.

5 P. M.—Hempstead Express.

6 P. M.—Northport and Rockaway Accommodation.

All trains connect at Jamaica with East New-York, and at Mineola with Hempstead.


## STEAMBOATS.


**HARTFORD BOATS.**

NAVIGATION RESUMED

To HARTFORD, MIDDLETOWN, and RIVER LANDINGS direct.

One of the steamers of this line, consisting of the STATE OF NEW-YORK, CITY OF HARTFORD, and GRANITE STATE, leaves Pier No. 24, Peck-slip, DAILY, (Sundays excepted,) at 4 o'clock P. M.

Freight taken for all points in the Valley, Connecticut, Western, and Fishkill Railroads, and forwarded promptly.

All persons are forbid trusting any one on account of these steamers without a written order from WM. H. GOODSPEED, Vice-President.

SAXTON & SEABURY, Freight Agents, 112 South-st.

**LONG ISLAND RAILROAD COMPANY.**

SUNDAY TRAINS LEAVE HUNTER'S POINT.

9:30 A. M.—Port Jefferson, Northport, and Locust Valley excursion trains.

6 P. M.—Northport, Locust Valley, and Rockaway accommodation.

STEAMER SEA BIRD, FOOT OF Franklin-st., for Red Bank and intermediate landings.

| Leave New-York. | Leave Red Bank. |
|---|---|
| Thursday, 10th...3:00 P. M. | Friday, 11th.....7:30 A. M. |
| Friday, 11th.......3:00 P. M. | Saturday, 12th...7:30 A. M. |
| Saturday, 12th...3:30 P. M. | Monday, 14th.....7:30 A. M. |
| Monday, 14th......4:00 P. M. | Tuesday, 15th....7:30 A. M. |
| Wednesday, 16th, 9:30 A. M. | Thursday, 17th...8:00 A. M. |
| Friday, 18th.......7:30 A. M. | Friday, 18th......11:30 A. M. |

FALL RIVER LINE FOR BOSTON, VIA NEWPORT.—The steamers NEWPORT and OLD COLONY, from Pier No. 28 North River, foot of Murray-street, daily (Sundays excepted) at 5 P. M., on and after March 1. Tickets sold to principal points in New-England, the White Mountains, and the Provinces.
A. P. BACON, Superintendent.

**FALL RIVER LINE.**

The world-renowned steamers BRISTOL and PROVIDENCE will resume their place in the line on and after MONDAY, April 14.

FOR RONDOUT AND KINGSTON—Landing at Cozzens' Dock, Cornwall, Newburg, Milton, Poughkeepsie, and Esopus. The steam-boat THOMAS CORNELL will make her first trip on SATURDAY, April 12, inst., and will run regularly thereafter every TUESDAY, THURSDAY, and SATURDAY, leaving Harrison-st., Pier No. 34 North River, at 4 o'clock P. M.

FOR BRIDGEPORT AND ALL POINTS on Housatonic and Naugatuck Railroad.—Fare, $1. Steamers leave Catharine-slip at 12 noon, and 12 night.

FOR STAMFORD AND GREENWICH—Steamer NELLY WHITE leaves Pier 37, E. R. every Tuesday, Thursday, and Saturday, at 2½ P. M.

FOR NEW-HAVEN, HARTFORD, AND THE NORTH.—Steamers leave Peck-slip for New-Haven at 3:15 and 11 P. M., connecting with road

## FINANCIAL.

# INDIANAPOLIS, BLOOMINGTON & WESTERN Railway

# 7 PER CENT. CONVERTIBLE GOLD BONDS,

SECURED BY A

## 1st Mortgage on its Extension.

The line of this Road, including the Extension, is 230 miles, and IS COMPLETED, except the short distance of thirty-five miles between Havana, on the Illinois River, and the Mississippi.

A part of the line, (207¾ miles,) from Indianapolis to Pekin, has been in successful operation over two years, and is recognized as one of the most important roads coming into the City of Indianapolis. Its net earnings are more than sufficient to pay interest on ALL Bonds issued by the Company, and its receipts for 1877 were more than $300,000 greater than in the previous year.

These Bonds possess unusual strength, and we recommend them for the following reasons:

1. The Road is already earning more than operating expenses and interest.

2. The unfinished portion of the line will be completed within a few months, and the entire road has connections of business immediately tributary to its EARNINGS FOR LAST THREE MONTHS OF 1877 WERE AT THE RATE OF $7,937 PER MILE per annum, and must reach $10,000 per mile within two years, and continue progressive.

3. The effect of such revenue upon the market value of the capital stock of the Road, as well as upon its convertible bonds, is obvious.

4. THE SECURITY IS COMPLETE.

5. The management of the Road is acknowledged to be SUPERIOR, and there can be no possibility of any default in interest payments.

The Bonds are SEVEN PER CENT. GOLD, $1,000 each, convertible at option of the holder, and may be registered without charge. Price 90 and accrued interest in currency. Coupons, January and July 1, free of tax.

ALL NEGOTIABLE SECURITIES RECEIVED IN EXCHANGE AT BEST MARKET RATES.

Further information furnished on application.

## TURNER BROS.,

Bankers, No. 14 Nassau-st.

# LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY

## NEW SINKING FUND BONDS,

COUPON AND REGISTERED.

## $6,000,000,

Bonds due Oct. 1, 1892, with Interest at Seven per Cent., payable semi-annually, April and October, at the office of the Union Trust Co. of New-York.

$500,000, or Ten Per Cent. of the Loan, to be retired annually by the Sinking Fund.

Coupon Bonds of.....$1,000 each.
Registered Bonds of $1,000, $5,000, and $10,000 each.
Price, 94 and Accrued Interest.

## ROBINSON, CHASE & CO.,

BANKERS, NO. 12 BROAD-ST.

## HOLDERS OF U. S. 5-20 BONDS

CAN REALIZE A

PROFIT OF OVER 30 PER CENT.,

by exchanging them for FIRST MORTGAGE BONDS of the

## Portland & Ogdensburg Railroad

VERMONT DIVISION,

at present market rates, and draw same interest as on Government Bonds.

The Road being now in successful operation, and the balance of the line well advanced toward completion.

At present rate of gold these Bonds pay over

EIGHT PER CENT. INTEREST,

and are a PERFECTLY SAFE investment.

E. & T. FAIRBANKS & CO.,
St. Johnsbury, Vt.
FAIRBANKS, BROWN & CO.,
No. 311 Broadway, New-York.
FAIRBANKS, BROWN & CO.,
No. 115 Milk-street, Boston.

George Opdyke & Co., Bankers, No. 25 Nassau-st., New-York, like an incorporated Bank, receive deposits subject to check at sight, with the additional advantage to Depositors of Interest on daily Balances.

## NEW-YORK Loan and Indemnity Co.,

No. 229 Broadway, corner Barclay-st.
CAPITAL, $1,500,000.

Transacts a GENERAL BANKING BUSINESS. Receives DEPOSITS subject to CHECK AT SIGHT, paying INTEREST on DAILY BALANCES.

Loans on the Company pass through Clearing-House.

Receives TRUSTS and FINANCIAL AGENCIES, keeps transfer-books, registers STOCKS, and acts as TRUSTEE for RAILROADS, and other corporations and for individuals.

DIRECTORS.

R. S. VAN DYCK, President.
A. F. McKINNEY, First Vice-President.
T. W. FARR, Second Vice-President.
FRANCIS F. SHAW, Third Vice-President.

| | |
|---|---|
| William B. Ogden, | G. M. Van Nort, |
| Orville Chapin, | Alexander E. Orr, |
| Thos. H. Cheever, | Aaron Claflin, |
| Abel Denison, | George H. Brown, |
| George H. Russell, | Christopher Meyer, |
| William Rockefeller, | G. P. Lowrey, |
| John Bloodgood, | William H. Foster. |
| William Foulke, Jr., | |

JOHN T. BANKER, Secretary.

## 7 TO 12 PER CENT.

We make a Specialty of County, City, and School District Bonds, Guaranteed Legality of all bonds sold, collect the coupons without charge, or take same at so much cash on sales. Send for Price List.

THE LAW MUNICIPAL BONDS, just published by our senior, should be in the hands of all interested in this class of securities. Two vols; price $10. W. N. COLEE & CO., No. 17 Nassau-st.

CLEVELAND, COLUMBUS, CINCINNATI, AND INDIANAPOLIS RAILWAY.
CLEVELAND, Ohio, March 1, 1878.

AT A MEETING OF THE BOARD OF DIRECTORS of the Cleveland, Columbus, Cincinnati, and Indianapolis Railway Company, held at the office of the Company, in Cleveland, on the 5th day of March, 1878, it was ordered that a special meeting of the stockholders of this Company be called for the purpose of approving or not, as shall seem to them proper, a lease of the said railway, its branches and leased lines, to the Columbus and Great Western Railroad Company, then to be submitted to said stockholders for their action; and also for the purpose of acting upon a proposal to authorize the directors of said Cleveland, Columbus, Cincinnati, and Indianapolis Railway to issue not exceeding five millions increased capital stock of said Company for purposes authorized by law.

In accordance with the said resolutions, notice is hereby given that a meeting of said stockholders has been called for the purpose aforesaid, and will be held at the general office of said Company, in the City of Cleveland, Ohio, on the 16th day of April next, at 3 o'clock in the afternoon of said day, and that the stock transfer-books will be closed on the 5th day of April, and remain closed until the 17th day of April next.

H. B. HURLBUT, President.
GEO. H. RUSSELL, Secretary.

THE PUBLIC ARE CAUTIONED against negotiating Bonds Nos. 2,744 to 2,758, both inclusive, for $1,000 each, of the convertible loan of 1867, of the Central Railroad Company of New-Jersey, registered in name of John Matthews, they having been fraudulently obtained, but without power of attorney. Any power of attorney authorizing their transfer is a forgery, and will not be recognized at the office of the Company.

WANTED TO PURCHASE—A FIRST mortgage on real estate in this City for about $6,000. Address with real name in confidence, CAPITAL, Box No. 140 *Times* Office.

FOR SALE—A FEW SHARES OF KNICKerbocker Ice Company stock. Apply to A. C. BARNHAM, No. 322 Broadway.

## FINANCIAL.

THE

# Consolidated Mortgage Bonds

OF THE

# ST. LOUIS AND SOUTH-EASTERN RAILWAY CO.

(CONSOLIDATED,)

of Illinois, Indiana, Kentucky, and Tennessee.

30 year 6 per cent., with Sinking Fund of 2 1-2 per cent. of Gross Earnings.

PRINCIPAL AND INTEREST PAYABLE IN GOLD IN NEW-YORK. INTEREST SEMI-ANNUALLY, FEBRUARY AND AUGUST.

This road is formed by the consolidation of the St. Louis and South-eastern, the Evansville, Henderson, and Nashville, and the Edgefield and Kentucky Railroads, and is the shortest and best possible route from ST. LOUIS and CHICAGO to NASHVILLE, MONTGOMERY, ATLANTA, MACON, MOBILE, SAVANNAH, and CHARLESTON. Its superstructure and equipment are unsurpassed by any in the West.

ITS MONTHLY EARNINGS HAVE, SINCE THE CONSOLIDATION, ALREADY REACHED AN AVERAGE OF $105,000, AND ARE AMPLE TO OPERATE THE ROAD AND PAY THE INTEREST ON THE ENTIRE BONDED DEBT.

Three hundred and fifty-eight miles of this road are completed and fully equipped. The Consolidated Bonds are issued at the rate of $25,000 per mile for the purpose of making a single debt, completing branches, and supplying equipment to meet the rapidly-increasing business. $1,600,000 have been sold, and we offer a limited number at 90 and accrued interest in currency.

The St. Louis Board of Trade recently passed a series of resolutions expressing the opinion "THAT THIS WILL BECOME ONE OF THE BEST PAYING LINES LEADING OUT OF ST. LOUIS," congratulating the stockholders on "THE HONORABLE AND ABLE MANAGEMENT OF THE PROPERTY," expressing the belief "that THE SECURITY OFFERED BY THE CONSOLIDATED MORTGAGE BONDS TO THE AMOUNT OF $21,000 PER MILE IS GOOD, AND RECOMMENDING THEM WITHOUT HESITATION AS AN INVESTMENT TO CAPITALISTS, BOTH AT HOME AND ABROAD."

We unhesitatingly recommend these Bonds as an unexceptionable Railway Security.

Full particulars furnished, upon application, by

GEORGE OPDYKE & CO.,
No. 25 Nassau-st., New-York.
WINSLOW & WILSON.
No. 70 William-st., New-York.

# NOTICE TO INVESTORS.

# CHICAGO AND CANADA SOUTHERN.

## $5,000,000

## 7 PER CENT. GOLD BONDS

COUPON AND REGISTERED. INTEREST PAYABLE IN GOLD, APRIL AND OCTOBER.

THE CANADA SOUTHERN, or eastern end of this line, whose Bonds were so rapidly sold last Summer,

## Is Now Finished,

and will be opened for business, in connection with the TOLEDO AND WABASH and other Western Roads, at a very early day. The CHICAGO AND CANADA SOUTHERN, or western end of this line, is now being rapidly built, and the Company expect it to be finished during the present year.

THIS GREAT TRUNK LINE, when completed through, will be of immense advantage to the shipping interests of the Great West, being *Level, Straight* and thirty-three miles Shorter than any other route. Having connections with all the lines running into Buffalo at the East and Chicago at the West, and under the management of some of the most experienced railroad operators of the country, its success is rendered a certainty, and its Bonds must be a safe and profitable investment. It makes the shortest and best connections going West, both at Toledo and Detroit, and is the only Seven per Cent. Gold Bond on any through Trunk line now offered.

Pamphlets and all information furnished by

WINSLOW, LANIER & CO.,
BANKERS, NO. 27 PINE-ST.
LEONARD, SHELDON & FOSTER
BANKERS, NO. 10 WALL-ST.

# VERMILYE & CO., BANKERS.

16 and 18 Nassau-st., New-York.

DEALERS IN ALL ISSUES OF GOVERNMENT SECURITIES.

FIRST-CLASS RAILROAD AND MUNICIPAL BONDS ALWAYS ON HAND FOR INVESTMENT.

BUY AND SELL ON COMMISSION RAILWAY STOCKS, BONDS, AND GOLD,

MAKING LIBERAL ADVANCES.

INTEREST ON DEPOSITS.

JOHN MUNROE & CO:
BANKERS NO. 8 WALL-ST., NEW-YORK,
ISSUE CIRCULAR LETTERS OF CREDIT ON MUNROE & CO., PARIS, AND ON THE CONSOLIDATED BANK, LONDON.

BROWN BROTHERS & CO.,
NO. 50 WALL-ST.
issue COMMERCIAL and TRAVELERS' CREDITS AVAILABLE in all PARTS of the WORLD.

OFFICE OF THE GLOBE FIRE INSURANCE COMPANY,
OF THE CITY OF NEW-YORK.
No. 176 BROADWAY, HOWLAND BUILDING,
ONE DOOR ABOVE MAIDEN-LANE.
NEW-YORK, April 8, 1873.

AT AN ELECTION HELD AT THIS office this day, the following named gentlemen were elected Directors of this Company for the ensuing year, viz.:

| | |
|---|---|
| LEONARD KIRBY, | M. B. CARRENTER, |
| WM. B. SKIDMORE, | AARON RUTHERFORD |
| JOHN CASTREE, | JOHN KEYSER, |
| FRANCIS A. RAY, | MOSES W. FISH, |
| THOS. PATON, | JOSEPH COLWELL, |
| CYRUS F. LOUTREL, | T. G. MATHEWS, |
| RUTSEN SUCKLEY, | JOEL D. HUNTER, |
| WILSON G. HUNT, | AARON CLAFLIN, |
| DANIEL DREW, | C. H. LUDDINGTON, |
| JOHN J. MORRIS, | HARVEY WEED, |
| GEORGE OPDYKE, | EZRA WHEELER, |
| JAMES C. GULICK, | LYMAN A. JACOBUS, |
| THOS. REED, | W. L. COOPER, |
| D. W. BIRD, | J. W. G CLEMENTS, |
| BARDEN G. YVELIN, | M. O. ROBERTS, |
| SAMUEL T. KNAP, | EDGAR HYATT, |
| NATHANIOL SMITH, | VALENTINE KIRBY, |
| JOHN ROMER, | FRANCIS JENKINS, |
| E. R. LIVERMORE, | PETER ROWE. |

And the following named gentlemen, viz.: Charles E. Crehan, Hector Armstrong, and Horton Frost, were elected Inspectors of the next annual election; and at a subsequent meeting of the Board of Directors Leonard Kirby, Esq., was unanimously re-elected President.

ALFRED A. REEVES, Secretary.

OFFICE DELAWARE AND HUDSON CANAL COMPANY,
NEW-YORK, April 5, 1873.

THE ANNUAL MEETING OF THE stockholders of this company for the election of managers will be held at the office of the Company, No. 71 Broadway, on TUESDAY, 16th May next.

The polls will be open from 12 o'clock noon until 2 o'clock P. M.

The transfer-books will be closed from the evening of April 30 until the morning of May 14.

By order of the Board.

JAMES O. HARTT, Treasurer.

THE ANNUAL MEETING OF THE stockholders of the Cohoes Company for the election of Directors for the ensuing year and for the transaction of such other business as will come before the meeting, will be held at the office of the Company, in Cohoes, on TUESDAY, the 13th day of May next, at 11 o'clock A. M.

T. G. YOUNGLOVE, Secretary.

FIRE INSURANCE STOCKS FOR SALE.—Home, Hanover, Continental, Gebhard, Firemens', Star, German American, Mercantile, Manhattan, Relief, and others, by

E. S. BAILEY, No. 6 Wall-st.

## FINANCIAL.

FIRST MORTGAGE 6 PER CENT. BONDS OF THE

# MILWAUKEE AND NORTHERN RAILWAY.

COUPON AND REGISTERED; INTEREST JUNE AND DECEMBER.

We offer these bonds for sale at 90, and recommend them to be a secure, as well as a profitable investment. Full particulars furnished on application.

VERMILYE & CO.,
Nos. 16 and 18 Nassau-st.
GREENLEAF, NORRIS & CO.,
No. 66 Exchange-place.

INSURANCE SCRIP—ATLANTIC, COMMERCIAL, AND UNION SCRIP, wanted by WM. C. GILMAN, No. 46 Pine-st.

## SAVINGS BANKS.

GERMAN UP-TOWN SAVINGS BANK, Nos. 926 and 928 3d-av., corner of 55th-st. MONEY DEPOSITED NOW will draw interest from the 1st of MAY, at the rate of SIX PER CENT. per ANNUM, on all sums from $5 to $5,000.

Bank open daily from 10 A. M. to 3 P. M., and on MONDAYS, WEDNESDAYS, and SATURDAYS also, from 6 to 8 in the evening.

CHRISTIAN SCHWARTZ, President.
CHAS. SCHAFFNER, Secretary and Treasurer.

NORTH RIVER SAVINGS BANK, corner of 26th-av. and West 24th-st. MONEY DEPOSITED on or before the 20th of April will draw INTEREST from April 1. SIX PER CENT. INTEREST PAID. BANK open daily from 10 A. M. to 3 P. M.; also, on Monday, Wednesday, and Saturday evenings from 6 to 8 o'clock. JAMES O. BENNETT, Secretary. JOHN HOOPER, President.

ATLANTIC SAVINGS BANK, CHATHAM-SQUARE, NEW-YORK. *Deposits made now will receive interest from the first of next month.*

HARRISON HALL, President.
JOSEPH P. COOPER, Secretary.
C. D. BAILEY, Treasurer.

CLINTON SAVINGS BANK, No. 244 6th-av.—At the annual election for TRUSTEES, EVENING, April 10, 1873, the following officers were elected:

JOHN MILDEBERGER, President.
WM. W. OWENS, First Vice-President.
GEO. H. ROBINSON, Second Vice-President.
ORLANDO P. SMITH, Secretary.

METROPOLITAN SAVINGS BANK, Nos. 1 and 3 3d-av., New-York, Opposite Cooper Institute. DEPOSITS MADE NOW draw interest from April 1. Interest payable in July.
ASSETS JAN. 1, 1873, $7,944,878 68.
T. W. LILLIE, Secretary.

## DIVIDENDS.

NEW-YORK AND HARLEM RAILROAD COMPANY, TREASURER'S OFFICE, GRAND CENTRAL DEPOT, NEW-YORK, April 8, 1874.

NOTICE TO HOLDERS OF FIRST MORTGAGE BONDS.

The bonds of this issue, due May 1, 1873, can be exchanged, not for bonds, as any time on or previous to that date, for the new Consolidated Seven Per Cent. Mortgage Bonds, due May 1, 1900.

Interest payable May and November.

The new bonds are of the following denominations: Registered—$1,000, $5,000, and $10,000. Coupon—$1,000. After May 1, 1873, this will be the only mortgage upon the road and franchises of the New-York and Harlem Railroad Company.

CORNELIUS VANDERBILT, Jr., Treasurer.

OFFICE OF JEFFERSONVILLE, MADISON, AND INDIANAPOLIS RAILROAD. JEFFERSONVILLE, March 26, 1873.

THE SECOND MORTGAGE BONDS of this Company, maturing at Bank of America, New-York, April 1, will be paid at maturity, or the holders thereof may, at their option, receive First Mortgage Sinking Fund Bonds, principal and interest guaranteed, at (95) ninety-five in exchange therefor. The exchange will be made bond for bond, and the difference of five (5) per cent. will be paid the holder in cash at the time of making the exchange.

THOMAS A. SCOTT, President.

OFFICE OF THE CUMBERLAND COAL AND IRON COMPANY, No. 71 BROADWAY, NEW-YORK, March 15, 1873.

A SEMI-ANNUAL DIVIDEND OF SIX per cent. has this day been declared by the Board of Directors, payable on and after Tuesday, April 15. The transfer-books will be closed from the 5th to the 15th of April, both inclusive.

J. RICHARDS, Secretary.

ATLANTIC AND PACIFIC RAILROAD COMPANY.—The quarterly dividend of One and a Quarter Per Cent. on the capital stock of the Pacific Railroad (of Missouri) will be paid at the offices of this company in St. Louis, Mo., and at No. 287 Broadway, New-York, April 15, 1873, to stockholders of record of April 1, 1873.

A. V. STOUT, Treasurer.
NEW-YORK, March 24, 1873.

NO. 39 NEW-ST., NEW-YORK, March 27, 1873.

WALLKILL VALLEY RAILWAY COMPANY'S FIRST MORTGAGE BONDS.—The coupons from the above bonds, due April 1, will be paid on presentation, on and after that date, at my office.

THEODORE BERDELL.

OFFICE OF THE EAGLE FIRE COMPANY, NEW-YORK, April 5, 1873.

A SEMI-ANNUAL DIVIDEND OF TEN PER CENT. has this day been declared, payable on 8th inst.

A. J. CLINTON, Secretary.

## RELIGIOUS NOTICES.

GRACE CHAPEL, IRVING HALL, IRVing-place and 15th-st, Rev. JOHN W. KRAMER.—Services on EASTER DAY at 9½ and 11 A. M., and 3½ and 7½ P. M. Children's festival at the afternoon hour. In the EVENING lecture on "*The Testimony of the Church on the Resurrection.*" Seats free.

REV. WAYLAND HOYT, PASTOR, will preach in the Tabernacle, 2d-av. and 10th-st., SUNDAY MORNING at 10½ o'clock, and at Steinway Hall in the EVENING at 7½. All are cordially invited.

ASSOCIATION HALL, Y. M. C. A. RECEPTION, MONDAY EVENING, April 14.

Mr. EUGENE O. JEPSON, Elocutionist and Vocalist; Mr. A. L. MORA, Organist.

ASSOCIATION HALL, 23D-ST. AND 4TH-AV.—Service of Song at 7½ o'clock SABBATH EVENING, followed by a short address to young men by Mr. JAMES D. REID. Prayer-meetings for young men are held THURSDAY EVENING at 8 o'clock, and SATURDAY EVENING at 9 o'clock. Daily prayer-meeting at 4 o'clock P. M. Bible Class conducted by Prof. WM. H. THOMSON, at 3 o'clock SABBATH AFTERNOON.

ALL SOULS' CHURCH, CORNER 4TH-av. and 20th-st.—EASTER SUNDAY at 10½ A.M., services appropriate to the day by Rev. Dr. BELLOWS. At 7 P. M. a special Easter celebration by the Sunday-school, with the rite of baptism, and the distribution of gifts and flowers. Contributions of flowers and money should be sent to the Church on Saturday afternoon between 2 and 4 P. M. The usual Sunday evening service will be omitted.

A POPULAR MEETING IN BEHALF of the Evangelical Alliance will be held in the Madison-avenue Baptist Church, corner of 31st-st., on SUNDAY EVENING, April 13, at 7½ o'clock. Addresses by Rev. Dr. ELDER, Rev. Dr. EDDY, and Rev. ENOCH PRATT, of Brooklyn. The public are cordially invited to attend.

ALLEN-STREET M. E. CHURCH, between Rivington and Delancey sts.—Rev. WM. THOMSON, newly-appointed pastor, will preach at 10½ A. M. and 7½ P. M. Sunday-school at 9 A. M. and 1½ P. M. Young people's prayer-meeting at 6 o'clock. Seats free. Strangers and others made welcome.

ALL SAINTS' CHURCH, CORNER HENry and scammel sts.—Free. Rev. WM. N. DUNNELL, Rector. Service TO-MORROW (Easter) at 10½ A. M. Holy communion 3 P. M. Holy baptism and children's festival at 7½ P. M.

APOLLO HALL, BROADWAY AND 28TH-st.—The Children's Lyceum meets at 10 A. M. Conference at 2½ P. M. Prof. S. B. BRITTAN lectures at 7½.

HALL TO LET—FOR RELIGIOUS services, APPLY TO R. SOMERVILLE, No. 22 FIFTH-AV.

BLEECKER-STREET MISSION, NO. 280 West 11th-st., four doors east of Bleecker.—Episcopal services, with sermon, by the chaplain, J. BELIN ZAVAL, at 10½ A. M. Seats free.

CHURCH OF THE DISCIPLES, REV. GEO. H. HEPWORTH, Pastor, corner of 45th-st. and Madison-av.—The sale and rental of pews will take place, in the church, on MONDAY EVENING, April 14, at 8 o'clock. The building will be open for inspection and selection of pews, on THURSDAY, FRIDAY, and SATURDAY, of this week, afternoon and evening.

CALVARY BAPTIST CHURCH, 23D-st., between 5th and 6th avs.; R. S. MACARTHUR, Pastor.—Special service—Rev. A. B. EARLE, Evangelist, will preach SUNDAY MORNING at 10½; AFTERNOON at 3½; EVENING, 7½, every day during the week at 3 and 7½. All invited.

CHURCH OF OUR SAVIOR.—REV. J. M. PULLMAN will preach SUNDAY MORNING at the rooms of the Young Men's Universalist Association, No. 1,288 Broadway, and EVENING at Lyric Hall, 6th-av., below 42d-st. Evening subject—*Reward and Punishment.*

COOPER INSTITUTE.—REV. HENRY MORGAN, by request of his audience last Sunday, and for those detained by storm, will repeat his graphic discourse on *Odd Ministers, Pulpit Eccentrics, What the Pulpit is and is not.* Text—"Speckled Bird." Jer. xii. 9. SUNDAY at 8 o'clock.

CHURCH OF SEA AND LAND, CORner Market and Henry sts. Rev. Dr. M. HOFFER, Pastor.—Preaching SUNDAY at 10½ A. M. and 7½ P. M. Sunday-school at 9 A. M. and 2 P. M. Young people's prayer-meeting at 6½ P. M. Seats free. Strangers and others are cordially invited.

CHURCH OF THE MESSIAH, Park-av. and 34th-st. Rev. HENRY POWERS, Pastor.—Easter service and sermon. MORNING; Children's service, 3 P. M. EVENING service with Easter music. Seats free afternoon and evening.

CHAPLAIN McCABE WILL PREACH AT Forty-third-street M. E. Church, SUNDAY MORNING and EVENING. Also, give his famous lecture on *Libby Prison*, on MONDAY EVENING at 8 o'clock. Admission 30 cents.

CHURCH OF THE REFORMATION, (Episcopal,) 21st-st., between Lexington and 4th avs. Rev. O. T. TRACY, Rector.—SUNDAY next, Morning prayer at 10½; Evening at 7½. Sunday-school at 2½. The Rector will preach Morning and Evening.

CHURCH OF THE PURITANS.—REV. Dr. CHEEVER will preach SABBATH EVENING at 7½ o'clock, in the Chapel of the New-York University, on Washington-square. Subject of discourse—*The Record of the Walk to Emmaus.*

CHAPEL OF THE HOLY TRINITY, Sebastian-st., between 9th and 10th sts., 2d-av.—Rev. D. M. MCCAFFERY will preach SUNDAY MORNING at 10½ A. M. and 7½ P. M. All are invited.

## RELIGIOUS NOTICES.

CHRIST PROTESTANT EPISCOPAL CHURCH, Corner 5th-av. and 22d-st. Rev. HUGH MILLER THOMPSON, D. D., Rector. EASTER SUNDAY SERVICES.

Musical service by full gallery and chancel choirs at 7 A. M.

Holy Communion, 8 A. M.

Morning prayer, Holy communion, and sermon by the Rector, at 10½ A. M.

Evening prayer and sermon by the Rector, 7½ P. M.

At the 7½ P. M. service the seats are all free.

Both the gallery and chancel choirs (fifty voices in all) will take part in all the services.

DEDICATION WEEK AT ZION MAN HILL M. E. CHURCH, East 86th-st., between 1st and 2d avs.—EASTER SABBATH services: MORNING at 10½ o'clock. Sermon by Rev. THOS. GUAHL, of Baltimore, to be followed with dedication service by Bishop E. S. JANES, D. D.

AFTERNOON at 3 o'clock. Sermon by Rev. B. J. IVES, D. D., of Auburn, N. Y.

EVENING at 7 o'clock. Sermon by Bishop R. S. FOSTER, D. D.

MONDAY EVENING—Lecture by Rev. THOMAS GUARD. Subject—*Memories of Methodism and Their Leaders.* Tickets, 50 cents; Reserved seats, $1.

TUESDAY EVENING—The ladies will hold a reunion tea meeting. Addresses by Rev. THOMAS GUARD and former Pastor of the church. Singing by the Ariel Glee Club. Tickets 75 cents, including refreshments.

WEDNESDAY EVENING—A General Love Feast.

All these services will be held in the audience-room of the church, and all friends of the enterprise are cordially invited to be present.

EASTER-DAY SERVICES.—CHURCH of St. John Baptist, Lexington-av., corner 35th-st. MORNING, at 10½ o'clock, with celebration of the Holy Communion. EVENING at 7½ o'clock. Seats free.

EASTER SERVICES IN ST. JOHN'S Chapel, Varick-st., at 10½ A. M.; sermon by Rev. WM. H. COOKE. 3½ P. M., festival for children; and 8 P. M., sermon by Rev. ALVAH WISWALL.

FIRST BAPTIST CHURCH, 39TH-st. and Park-av. Services: Preaching MORNING at 10½ A. M. EVENING at 7½, by Rev. T. D. ANDERSON, D. D., Pastor. Sunday-school, 9 A. M.; Prayer-meeting, 7 P. M. All invited.

FREE CHURCH OF THE HOLY APOSTLES, 74th-st., east of 4th-av., Rev. J. TUTTLE SMITH, Rector.—Services on EASTER SUNDAY at 10½ A. M. Sunday-school festival at 3½ P. M. All the seats in this church are free.

GLORIOUS TIMES AT HAND.—THE Pastor of Mount Zion will preach in the University, Washington-square, on SUNDAY at 3 P. M. Subject—*The Great Events of the Day of God which has Dawned upon the World.*—Zech. xiv. Strangers welcome.

HARLEM—SECOND PRESBYTERIAN Church, Rev. EDWARD L. CLARK, Pastor.—Services SUNDAY MORNING and EVENING at Rutgers Hall, 125th-st. and 4th ave. Sunday-school 3½ P. M. All are cordially invited.

JANE-STREET M. E. CHURCH, REV. F. HAMBLIN, Pastor.—Rev. JAMES MONTGOMERY, of the Newark Conference, will preach on SUNDAY, at 10½ A. M. and 7½ P. M. Public invited to attend.

LYRIC HALL, 6TH-AV., BETWEEN 41ST and 42d sts.—O. B. FROTHINGHAM, Pastor of the Independent Society, will preach on SUNDAY MORNING, at 10½ o'clock. Subject—*The Resurrection of the Body.*

LEXINGTON-AVENUE M. E. CHURCH.—There will be preaching by the Pastor, Rev. F. S. DE HASS, in the MORNING at 10½, and at 7½ P. M. Subject, in the Morning—*The Resurrection.*

MURRAY HILL PRESBYTERIAN CHURCH, 40th-st., near Lexington-av.—Services on SABBATH at 10½ A. M. and 7½ P. M. Communion service after morning sermon. Preaching by the pastor, Rev. GEORGE S. CHAMBERS.

MADISON-AVENUE REFORMED CHURCH, corner 57th-st.—Rev. H. D. GANSE, Pastor, will preach at 11 A. M. and 7½ P. M. Sunday-school at 9½ A. M. All are invited.

NORTH DUTCH CHURCH, CORNER of William and Fulton sts.—Preaching SABBATH MORNING at 10½, EVENING at 7½, by Rev. ALEX. DICKSON, of Lansingburg, N. Y. MONDAY EVENING, praise-meeting, 7½; FRIDAY EVENING, prayer-meeting, 7½, in this church is where the Fulton-street Daily Noon Prayer-meeting is held.

OLD FORSYTH-STREET M. E. Church, Forsyth and Canal and Division.—Rev. J. W. BARNHART preaches SUNDAY at 10½ and 7½. Strangers made welcome. Sabbath-school at 9 and 2.

OLD JOHN-STREET M. E. CHURCH, between Nassau and William sts.—Preaching by the Pastor, Rev. N. G. CHENEY, 10½ A. M., 7½ P. M. Seats free. All cordially invited.

PRESBYTERIAN MEMORIAL CHURCH, Madison-av., corner 53d-st., Rev. CHARLES S. ROBINSON, D. D., Pastor.—Services at 11 A. M. and 7½ P. M. Sunday-school at 9½ A. M.

ROSE HILL METHODIST EPISCOPAL Church, 27th-st., between 2nd and 3d avs.—Preaching SUNDAY at 10½ A. M. and 7½ P. M. by Rev. WM. H. WARDELL, recently appointed Pastor. Sabbath-school at 9 A. M. and 2 P. M.—Prayer-meeting at 6½ P. M. Seats free.

REV. DR. BATCHELDER, TWENTY years a missionary in India, and Rev. J. F. ELDER, and others, will address the Morning Star Sunday-school, corner 7th-av. and 26th-st., SUNDAY, at 2½ P. M. Public invited.

REV. A. J. LYMAN, OF MILFORD, CONN., will preach to St. Paul's Reformed Church, at Ketchers Chapel, SUNDAY MORNING, at 10½ o'clock; and at Harvard Rooms, 42d-st. and 6th-av., at 3½ o'clock in the AFTERNOON.

REV. J. F. McCLELLAND, LATE OF Chicago, and recently appointed Pastor of St. Luke's M. E. Church, 41st-st., near 6th-av., will preach on SUNDAY, at 10½ A. M. and 7½ P. M. The public invited and always welcome.

REV. DR. DOWLING PREACHES IN Plymouth Baptist Church, 51st-st., between 9th and 10th avs., SUNDAY, 10½ A. M., and Rev. Dr. GILLETTE EVENING, 7½.

SERVICES FOR THE PEOPLE IN HARVARD ROOMS, 6th-av., corner 42d-st. EVERY SUNDAY AFTERNOON, at 3½ o'clock; sermon by Rev. A. J. LYMAN, of Milford, Conn.

SERVICE AND SERMON AT ST. PHILIP'S P. E. CHURCH, No. 206 Mulberry-st., on EASTER SUNDAY, at 10½ A. M. and at 7½ P. M. Strangers welcomed. A SUNDAY-SCHOOL BAZAR will be held under the auspices of the teachers and pupils of St. Philip's P. E. Sunday-school, commencing on EASTER MONDAY, April 14, 1873, and continuing through the Easter Tide, in the lecture-room of St. Philip's P. E. Church, No. 206 Mulberry-st., for the benefit of the building fund of St. Philip's Parish Home. Donations in money, and in salable and fancy articles of every description, are hereby earnestly solicited, and will be thankfully received and duly acknowledged. All donations may be sent to the Home, No. 209 Mulberry-st., care Rev. WILLIAM J. ALSTON, Rector.

SECOND ADVENT CHURCH, COOPER Institute, Room No. 24.—Preaching SUNDAY at 10½ A. M., and by Elder JOHN B. COOK at 3 P. M.; also, in the EVENING at 7 o'clock. The annual love feast, and memorial of Christ's death and passion will be celebrated. All those who love the Lord Jesus, and are looking for his second coming, are invited to partake with us—it is the Lord's table.

ST. IGNATIUS' CHURCH, 40TH-ST., between 5th and 6th avs.—Easter Day services: Holy communion, plain celebration, 7 and 8 A. M.; choral celebration, 10½ A. M.; morning prayer, 9 A. M.; evening prayer, choral, 7½ P. M.; festival of parish schools, 3 P. M. The Rector, Rev. Dr. EWER, will preach at 10½ A. M. and 7½ P. M. services.

SOUTH BAPTIST CHURCH, 2D-TH-ST., near 8th-av.—Rev. Dr. GILLETTE will preach at this Church in the FORENOON by exchange of pulpit. The Pastor, Dr. DOWLING, will preach his second sermon on the *History of Joseph* in the EVENING. Young people are specially invited.

SEVENTH-AVENUE UNITED PRESbyterian CHURCH, between 12th and 13th sts.—Rev. S. H. GRAHAM, Pastor, will preach on EASTER, at the usual hours, 10½ and 3½ o'clock. Sunday-school at 2½. Strangers are invited, and always welcome.

ST. THOMAS' CHURCH, 5TH-AV., CORner 53d-st., Rev. Dr. MORGAN, Rector.—EASTER SUNDAY.—Sunrise service, 7 o'clock; litany, sermon, and holy communion at 10½ o'clock. Children's festival at 4 P. M.

ST. JAMES' CHURCH, EAST 72D-ST.—EASTER DAY. Morning service begins with children's carol at 10½. AFTERNOON, sunday-school festival at 4. EVENING, musical service at 7½.

ST. JOHN'S M. E. CHURCH, 32D-ST., between Broadway and 8th-av.—Preaching on SUNDAY, April 13, at 10½ A. M. and 7½ P. M., by the Pastor, Rev. A. D. VAIL. EVENING, sermon to the young.

ST. ANN'S CHURCH, 18TH-ST., near 5th-av.—Free seats. Easter—Holy Communion at 7 A. M.; Rev. Dr. GALLAUDET will preach at 10½ A. M. and 7½ P. M.; service for deaf mutes at 4 P. M.; Sunday-school festival at 4 P. M.

THIRTY-FOURTH-STREET REFORMED CHURCH, Rev. ISAAC ESTEY, Pastor.—Divine service in this church SUNDAY, 13th inst., at 10½ A. M. and 7½ P. M. In the EVENING the pastor will preach the fourth sermon in the series on *Heaven.*

THE FIRST ANNUAL SERVICE OF the Guilds of Trinity Parish will be held in St. John's Chapel, Varick-st., on THURSDAY EVENING, April 17, at 8 o'clock, Sermon by the Rector, the Rt. Rev. MORGAN DIX, D. D. Music by the combined choirs of Trinity Parish.

WHY MEN DON'T MARRY.—REV. HENRY MORGAN, of Boston, will solve the mystery, at the Seventh Presbyterian Church, corner Broome and Ridge sts., on MONDAY EVENING, in aid of the Eastern Branch Young Men's Christian Association. Your last chance to hear this impressive and inimitable lecturer. Admission 25 cents.

WEST 25TH-STREET UNITED PRESbyterian CHURCH, between 6th and 7th avs. Rev. J. J. STEWART, pastor.—Preaching SABBATH at 10½ and 3½. Subject for AFTERNOON—*Shall we ever do evil that good may come? Is it ever right to do wrong?*

WESTMINSTER PRESBYTERIAN CHURCH, West 22d-st., between 6th and 7th avs.—Rev. J. K. DEMAREST preaches SABBATH MORNING and EVENING at 10½ and 7½. Strangers welcome.

## MARBLE MANTELS.

S. KLABER & CO., STEAM MARBLE Sawerks, No. 222 West 31st-st., between Broadway and 8th-av., marble and marbleized mantels, monuments, head-stones; fine selections at very low prices.

STEWART'S SLATE MANTELS, RICH and elegant designs; slate work of every description; marble and wood mantels. T. B. STEWART & CO., No. 220 and 222 West 23d-st., near 7th-av.

## MEETINGS.

NAZARETH HALL REUNION SOCIETY. —The Committee of Arrangements for the Reunion, to be held next June, will meet at the Astor House, on THURSDAY, April 17, at 10 o'clock A. M.

## HORSES AND CARRIAGES.

ADVERTISEMENTS ARE RECEIVED FOR THE NEW-YORK TIMES at the TIMES Up-town Office, No. 541½ West 125th-st., junction 8th-av., and the TIMES West-side Office, No. 178 West 42d-st., corner of 8th-av. NO EXTRA CHARGE WHATEVER.

ARMY WAGONS, FARM CARTS, &c., blankets, tents, Sicilian saddles, mule collars, harness, canvas, rubber waterproof wagon horse covers. W. A. CARTER, No. 61 Cortlandt-st., near Greenwich-st.

HARNESS FOR SALE CHEAP.—FINE new silver-plated double harness, suitable for pheaton; also

## ALBANY.

### A Brief Respite in the Charter Fight—The State Prisons—The Vice-President.

*Special Dispatch to The New-York Times.*

ALBANY, Friday, April 11, 1873.

Everybody seems glad of the relief which the temporary disposal of the charter gives. So pertinacious, so intense, and so wearisome has been the contest, that possibly, with one exception, every Senator and every one else who has had to follow the fortunes of the battle, breathed a sigh of satisfaction, yesterday afternoon, when the final vote was taken on the bill. The exception to this state of general fatigue seemed to be Mr. D. P. Wood, who evidently does not know what that feeling is. No Senator here has taken or given more hard blows in this battle than he; not one inch of ground has he abandoned without contesting it to the last moment; and when lost, he did not give up till every expedient for regaining it had been tried and defeated. It might naturally be supposed that he, of all others, would stand most in need of a little rest; yet no sooner had the final vote been announced, than he wanted another bill—a local measure, about which there was every prospect a strong controversy would take place—made the special order for the evening, and stood forward to defend his motion, as fresh as if he had just entered the Chamber. To suppose that the charter dispute is decided, would be a mistake. On Monday evening, or, more probably, Tuesday morning, it will go to the Assembly, reprinted for the fourth time, and then the field of battle will be changed. It is not likely that the innumerable amendments will all be concurred in without dispute. It is true, the heavy fighting seems over, but if the charter becomes a law without some lively skirmishing, it will be an event of which there is now little evidence to justify the anticipation. The appointment of the Conference Committees will be anxiously watched for, as of course it must greatly depend on their make up, what the ultimate fate of the charter will be. It may fall altogether, and Mr. Woodin has repeatedly hinted that he entertained such a suspicion, and it may become a law substantially as it stands; but this may be reckoned on with almost absolute certainty, that any disagreement between the two Houses on important points of it, will result in justifying the latent suspicions of the Senator who has had the bill in charge. No one who has watched the progress of events here, or the present temper of the Legislature, can entertain much doubt on this subject.

OUR STATE PRISONS.

The Senate furnished an example this morning of what the report of a conference committee can do in the way of exciting discord. Mr. Lowery's bill relative to State Prisons was amended by the Assembly, and the Conference Committee's report, which grew out of this, was presented to the Senate for action. The whole subject of our State Prison management was explored in the heated debate which followed the presentation of the report. Senators Johnston, D. P. Wood, and J. Wood were especially severe. They asserted that the whole system was rotten to the core, and argued that immediate steps should be taken to investigate the evil and supply the remedy. Mr. Woodin was not inclined to defend the management of the prisons, but he contended that the evils which were charged against it, were greatly exaggerated, and that the figures which had been quoted in support of their arguments by the previous speakers were incorrect, and largely based on imagination.

VISIT FROM VICE-PRESIDENT WILSON.

The House took a recess of ten minutes this morning, on the occasion of a visit from Vice-President Wilson. Mr. Pierson announced that he was in the Capitol, and the Speaker appointed Mr. Jacobs and Mr. Pierson a committee to introduce the Vice-President to the House. Mr. Wilson was brought in, looking as bright and cheery as ever, and the recess was taken to permit a general hand-shaking, interchange of compliments, &c. Senators Murphy and Robertson came down from the Senate about the time that his right arm had been well wrenched, and conveyed Mr. Wilson to the presence of the Senatorial circle. There he was also received with dignified respect, and took a seat beside the Lieutenant-Governor. A ten minutes' recess was also taken, and a repetition of the scene below, but in a milder strain, took place. Mr. Wilson leaves Albany this evening.

THE EIGHTH-AVENUE RAILROAD.

The bill to reduce the rate of fare on the Eighth-avenue road to 5 and 6 cents was passed this morning. There has been some little controversy about this bill, through an attempt made some days ago by Mr. Deering to get it recommitted to the committee. It was suspected that this was a movement on his part in the interest of the railroad company, and some exceedingly plain hints to that effect were made. Mr. Deering did not succeed in delaying the progress of the bill, and certainly did not improve his standing in the House by his action in the matter. When put on its third reading this morning, he took occasion to be absent. All the other City members who were present, including Mr. Opdyke, Mr. Pell, and Mr. Patterson, voted for the bill.

THE NEW CAPITOL COMMISSIONERS.

There is a proposition now before the Ways and Means Committee which is about as cool as the past Winter. Four new commissioners to superintend the building of the State Capitol are to be appointed by the Legislature, and though about one-half the tax raised to erect this building comes from New-York, it is calmly proposed to take the four commissioners from Albany. Not satisfied with having the Capitol here, a privilege which many another city would erect the building for, the Albanians propose to take charge of everything growing out of the erection of the new building. Though it is one in which the whole State is interested, they seem to regard everything pertaining to it as their own local property. It is about time, in the opinion of New-York members, that the City which furnishes the most money should have something to say about its expenditure.

DEPARTMENT OF PUBLIC PARKS.

Senator Benedict introduced a bill relative to the powers and duties of the Department of Public Parks in the City of New-York. It provides that the determination of the lines of curb and other surface obstructions in all streets and avenues within the distance of 350 feet from the outer boundaries of any public park shall be hereafter under the control of the Board of Commissioners of the Department of Public Parks, who shall have power to plant trees, erect fountains, statues, works of art, &c., on such streets and avenues, which shall at all times be subject to their control after being opened. The grading, paving, &c., of the streets and avenues is vested in the same department. The bill grants permission to widen or diminish Riverside-avenue by altering or changing its westerly line, all to be done with the concurrence of the Department of Public Works.

MISCELLANEOUS.

Mr. Batcheller distinguished himself by a witty speech in favor of the Saturday adjournment to-day. Hitherto he has stoutly (and sincerely) opposed it, but having found he was on the unpopular side, he states that he has now made arrangements to work on the legislative treadmill all the Summer; and invited all the members to come up to Saratoga in June, when the season opens, and recruit their exhausted frames on Congress Water. Mr. Batcheller's jocular remarks seemed to tickle the House into excellent humor, and everybody was ready to adjourn on the spot.

Senator Tiemann has introduced two bills amending the acts relative to the improvements of the City, passed April 22 and 24, 1872. The bills provide that one-half the expense of improving the City, between One Hundred and Twenty-fifth-street and Harlem River, and improvements on Seventh-avenue, shall be a charge upon the property adjacent thereto.

A large number of bills were read the third time this morning [illegible] to authorize the acquisition of [illegible] in Putnam County for the supply of the City, and the bill for the annexation of the southern portion of Westchester County.

By the death of Hon. John A. Griswold, a vacancy is made in the Board of Regents of the University, and a concurrent resolution was offered to-day in the House, that the Legislature meet at noon on Thursday next, and nominate a candidate to fill the vacancy.

Quite a crop of bills relating to the City have just been introduced by Mr. Deering. They relate to paving streets, to altering the plan of the City in relation to Fourth-avenue; to making changes in Eleventh-avenue, and one is to legalize the acts of the police justices of the Ninth District. They will bear looking into.

ASKING FOR AN INVESTIGATION.

The Senators mentioned in the correspondence of a New-York paper as being suspected of having received money for voting against the Pro Rata Freight bill deny that they are in such a position. Several of them say they voted for the bill, and all of them have joined in a request to the Assembly Investigating Committee to be allowed to appear before them for examination on this or any other point.

### The Work on the Capitol—Statement by Commissioner Harris.

ALBANY, April 11.—Hon. Hamilton Harris made a statement to-day before the Committee on Expenditures of the Executive Department, of the work on the new State Capitol since its beginning. The land was given by the City of Albany, and in 1868 the sum of $250,000 was appropriated by the Legislature, and the work of excavation was proceeded with as rapidly as possible. In the following year the sum of $125,000 was appropriated, and with it the excavation was completed. During this year the commissioners, being greatly in need of money, borrowed $300,000 on their own responsibility. In 1870 $1,000,000 was appropriated, which was expended on the concrete for the walls, and on the basement. In 1870 the board was again changed, and the present board constituted. The appropriation this year was $650,000. The Commission organized in May, the corner-stone of the structure was laid, the various quarries were visited, and bids for stones advertised for. Fourteen bids were received, the lowest of which was from the New York Granite Company of Yarmouth. The stone submitted from this quarry met the unqualified approval of all the Commissioners, the Superintendent and the experts who were consulted. In August of the same year, a contract was entered into for the stone for the whole superstructure at seventy-five cents per cubic foot. Mr. Kingsley opposed the acceptance of this bid; not that he considered the stone unfit for the purpose required; not that he thought it could not be furnished in sufficient quantities; his objection was that the bid was too low to be valid. The Commissioners did not feel that they had a right to act on such an objection, and thought that the State would hold them accountable if they did not give the contract to the lowest bidder. The work of delivering this stone commenced in September and was continued until December, when the weather prevented further operations. The quarry did not deliver as fast as it agreed to, but the Commissioners thought this was owing to the difficulties incident to equipping and opening up a new quarry. In 1872 the Legislature appropriated $1,000,000, and in the Spring of the same year the Yarmouth quarry gradually failed in its supply. The layers grew thinner and thinner, and in order to get the stone necessary to fill their contract, it was necessary to quarry a much larger quantity than was needed. The consequence was that the deeper the quarry was entered, the harder was it to get the stone necessary for the Capitol contract. The Commissioners waited patiently during July and August. Mr. Bridgeford and others who examined the quarry, came to the conclusion that better layers would soon be reached, and the supply of stone be readily obtained. But by July it became evident that reliance could not be placed on the Yarmouth quarry, and negotiations were entered into with four other quarries for the supply of stone needed. In August a contract was entered into with the Hallowell Company for the stone necessary for the superstructure. After making this contract work was stopped with the Yarmouth stone at course E; but, as it was not deemed advisable to retard the delivery of the Hallowell stone, it was used in going on with the other courses above course E.

In 1871 $650,000 was appropriated, and the work was proceeded with accordingly, but the Controller, after paying $50,000, shut down and refused to make further payments, thus placing the Commissioners in an embarrassing position. It became necessary to limit the number of men employed and the amount of work to be done. In the emergency Mr. Harrison, in connection with Commissioner Rice, applied to the Albany banks, and on the strength of their personal responsibility succeeded in obtaining a loan for the prosecution of the work.

Only about twenty stones were taken out of the walls after the same had been set. Stones would lie all Winter, dressed, and not show discoloration, and in a week after they were placed in the wall would turn. Cement and mortar backing, and setting the stones dry so that the mortar would not touch the granite, were tried to obviate the difficulty. They finally found that vegetable matter was in the stone. Some stone was cut early in the season for the E and I courses, without orders. They refused to receive it, and did not pay for it. After the failure of the Yarmouth quarry the refused stones were purchased and used as limestone in porticoes and foundations. It would be better, if possible, to have all stone dressed at the quarry, and held there until needed; $42,000 worth of stone is now at the quarry.

## THE GOODRICH MYSTERY.

### Petticoat Talent on the Detective Force—An Old Manœuvre Repeated.

The astute Brooklyn detectives finding themselves baffled by their evasive and reticent witness, Lucette Armstrong, resolved on a "stratagem" of a peculiar kind, involving the employment of a female detective, by whose wiles it was confidently expected Mrs. Armstrong would be induced to tell all she is supposed to know about the Goodrich murder. The idea was not at first favorably received, as the number of "women in the case" already was somewhat bewildering, but finally the skeptical "Hawkshaws" were won over to the project, and a woman, bordering on thirty Summers, was instructed to allow herself to be committed to Raymond-street Jail for a few days as "Lucy Raymond, witness in a civil suit." She was to share Mrs. Armstrong's apartment and endeavor to draw her out on the Goodrich murder question. The plan was carried into effect on Saturday last, and Miss Raymond was duly installed with the troublesome witness, and remained with her up to Thursday. The result has not been given to the Press, but evidently it was of an unsatisfactory character, for, to improve on Mrs. Raymond's mode of expressing it, Mrs. Armstrong's conversation was in monosyllables and on commonplace subjects. Miss Raymond having failed the detective brain is again at work on devising further "stratagem."

The inquest was not resumed last night, as had been reported. Mrs. Armstrong has been, so far, unable to get bail in $1,000, and remains in Raymond-street Jail.

### King Lunalilo's Advice to His Subjects.

The Honolulu *Nuhou* gives the following report of a speech made by the new King of the Sandwich Islands upon the occasion of his recent visit to Hilo:

To all present I tender my warmest aloha. This day on which you are gathered to pay your respects to me I will remember to the day of my death. I am filled with love for you all, fellow-citizens, (*makaaiana,*) who have come here on this occasion, and for all the people, because by your unanimous voice I have been made your king, a young sovereign, to reign over you, and to fill the very distinguished office which I now occupy. You are parents to me, and I will be your father. Formerly, in the days of our departed ancestors, you were not permitted to approach them; they and you were kept apart; but now we meet and associate together. I urge you all to persevere in the right—to forsake the ignorant ways of the olden time. There is but one God, whom it is our duty to obey. Let us forsake every kind of idolatry. In the year 1820 Rev. Messrs. Bingham, Thurston, and others came to these islands and proclaimed the word of God. It is their teachings which have enabled you to be what you are to-day. Now they have all gone to that spirit land, and only Mrs. Thurston remains. We are greatly indebted to them. There are also among us here (alluding to Revs. Coan and Lyman) old and gray-haired fathers, whose example we should endeavor to imitate and obey their teachings. I am very glad to see the young men of the present time so well instructed in knowledge—perhaps some of them are your children. You must persevere in your search of wisdom and in habits of morality. Do not be indolent. Those who have struggled hard after knowledge and good character are the ones who deserve and shall receive places of trust hereafter under the Government. At the present time I have four foreigners as my ministerial advisers. But if, among these young men now standing before me, and under this flag, there are any who shall qualify themselves to fill these positions, then I will select them to fill their places. Aloha to you all.

## THE GASMEN.

### Meeting at Demilt Hall—Speeches and Resolutions—The Men Determined to Hold Out.

The gasmen met in mass-meeting last night in Demilt Hall, corner of Twenty-third-street and Second-avenue, filling every seat and leaving but little standing room. The meeting was very orderly and the speakers were listened to with marked attention, and not unfrequently honored with enthusiastic applause. Shortly after 8 o'clock the meeting was organized by calling to the chair Mr. James Connolly, President of the State Workingmen's Assembly, and the appointment of Theodore H. Banks as Secretary.

Mr. Connolly reviewed the history of trades organizations from their first formation down to the present time. He entered in detail upon their strength, morally and financially, and gave in brief the work compassed by them, more particularly during the past year. He then reviewed the work and the grievances of the gasmen. He said that while the employers gave out that the men did not really do more than five hours' work per day, the fact was that they put in twelve hours of faithful labor out of every twenty-four hours. One man was compelled to draw and charge twelve retorts. Every five hours he put in 3,500 pounds of fresh coal and drew the same amount of red-hot coke. He actually shoveled in from 7,000 to 7,200 pounds of coal, and drew out the same amount of flaming mass every twelve hours. Experience has shown that those who do not understand it, cannot do the work. They soon burn out. There is not a single Italian that can stand it. He regretted to say that there were some Germans who were bad enough to take the bread from the mouths of their fellow-workmen. But there was proof that they were not able to do one-tenth the work that the old hands had been able to do. Some of the companies have been honest enough to admit that, under present regulations, they were unable to supply the city. How then does it get its supply? The Manhattan and Metropolitan Companies had furnished the New-York Company a supply through their pipes; and now the Harlem was doing the same. They have formed a compact to defeat the strikers of the New-York Company. The strike has only just commenced, and these companies, in a few days, will be begging for workmen, instead of helping the New-York Company. The gasmen's organization has not been idle, and will make such a hole in the ranks of the police who clubbed and otherwise committed indignities upon them, while engaged in a legitimate and peaceful demonstration, within six days as will surprise them. He predicted that the gas-makers' strike would be eminently successful. The members of the Gasmakers' Union will not go to work until every man now at work is discharged.

At the conclusion of the remarks of the chairman, Messrs. Robert Crowe, Spillman, Mulhall, Wm. Cashman, W. P. Mitchell, Halbert, and others were invited to take seats on the platform. Those invited went forward, except Messrs. Mulhall and Spillman, who were absent, and whose absence was referred to during the evening as savoring of desertion, although their names were not directly mentioned. As the assistance of another Secretary was now apparent, Mr. W. P. Mitchell was appointed. While the two secretaries were preparing the resolutions, the meeting was addressed by Mr. Wm. Cashman of the New-York Tailors' Organization. He was followed by the President of the Wood Carvers' Association, who first read an address of sympathy and followed it by a speech in support of the demand of the strikers, concluding by saying that the members of his association will never go back to work except upon the eight hour system.

The Secretary then read the following preamble and resolutions, which were adopted:

*Whereas*, The Senate and Assembly of the State of New-York have enacted a law making eight hours a legal day's work in this State; and,

*Whereas*, The various gas companies of this City are working the men they employ twelve hours, in open violation of said law; therefore,

*Resolved*, That we, the citizens of the City of New-York, in mass-meeting assembled, protest against the barbarous treatment that is being imposed upon the gasmen of the City, and call upon all working men, and all fair-minded citizens, to give us their moral and financial support in this humane and just struggle for our rights. And be it further

*Resolved*, That we call upon the Senate and Assembly to purchase the gas-works, and supply the citizens of this City with gas at cost, and to work the men there employed eight hours, in accordance with the law of the State.

*Resolved*, That a delegation be appointed to proceed to Albany and lay before the Senate and Assembly, now in session, the state of affairs now existing in this City; that we recommend the appointing of a commission to value the properties of the companies, and the property so valued be bought by the proper municipal authorities.

The following was read, and, upon motion, it was resolved to urge its passage through the Legislature, so that it may become a law:

An Act in relation to supplying the citizens of New-York with gas.

*The People of the State of New-York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. The Mayor, Aldermen, and Commonalty of the City of New-York are hereby authorized and required to supply the citizens of said City with gas at cost, and for the purposes therefor to purchase such buildings and appurtenances as may be necessary for carrying out this act.

SEC. 2. All acts or parts of acts inconsistent with the above are hereby repealed.

SEC. 3. This act shall take effect immediately.

The following resolution was read, and passed unanimously:

*Resolved*, That the action of the Commissioners of Emigration in importing paupers to our shores to prey on honest labor, is a crime which should be punished by dismissal, and the further action of the Commissioners of Charities and Correction in sending these same pauper Italians against their will to take the places of honest men on strike, is unmanly and in direct violation of the pledges to the working classes made when they accepted office.

The meeting was then addressed by Messrs. Banks, Mitchell, Crowe, and others; the same train of argument in favor of holding out, and the same feeling to a great extent being manifested by all, and at a late hour they adjourned.

### Steam Boiler Tests and Explosions.

Mr. Norman Wiard addressed the Polytechnic Association of the American Institute last night on "The nature of experiments necessary to determine the cause of steam boiler explosions." He referred to the law passed by Congress at its last session appropriating $100,000 to enable the President employ engineers to inquire into the cause of such accidents, and recalled the disaster caused by the explosion of the Westfield's boiler to show the importance of the subject. He spoke of the series of experiments instituted by the United Railroad Companies of New-Jersey in the Fall of 1871, at Sandy Hook, and said that nothing had been then demonstrated, but that old worn-out boilers of large dimensions could not be bursted so easily as was expected, even if the safety-valves were bolted down, and the fires made hot. The steam opened a little rupture from which it escaped, and the boiler refused to burst, or the steam to burst it. It made a safety-valve for itself. Nothing of practical value resulted from these Sandy Hook experiments. They were intended merely as a diversion against the prosecutions for damages, and in favor of the Staten Island Ferry Company.

Notwithstanding stringent regulations in relation to the construction, inspection and testing of boilers, under the present Steam-boat law, the increased experience of engineers, and the prohibition of the use of cast-iron parts or heads in boilers, explosions are as frequent as in old times. New boilers seem as liable to explode as old ones. Nothing but well-considered experiments will enable us to arrive at any valuable conclusion as to the cause of explosions. In the record of them, two excuses were generally made—the water was low by carelessness of the engineer, or the boiler had been strained or weakened by the hydrostatic test. The question of experiments should not, he said, be referred to the owners of steam-boats, railroads, or practical inspecting engineers; it should be referred to a national academy, which should be a gathering of scientific men and engineers, and the President should direct United States naval engineers to conduct experiments.

### The Brooklyn Malpractice Case.

It is generally believed that the woman now lying at the Long Island College Hospital, suffering from the effects of malpractice, is, to a great extent, an imposter. Yesterday a Jersey City police captain came over to Brooklyn, and, in company with Capt. Ferry, visited the hospital and had an interview with "Mrs. Arlington." The Jersey City Captain says that she is the same woman that he found in a helpless condition in one of the streets of his precinct a short time since, and that she gave the name of Mrs. Arlington on that occasion, and was sent over to the Grand Central Hotel, New-York, in a carriage.

The proprietor of the hotel states that a Mrs. C. E. Arlington and two other ladies came to the house last week and remained until Monday. Telegrams have been sent to Boston by the Brooklyn police, but no one of the name of Arlington answering to the description of this woman is known by families of that name residing there.

General Frederick Arlington is ascertained to be dead, and his widow resides at the St. Charles Hotel in this City. It is thought that her name has been adopted by this woman. The latter gives contradictory accounts as to her identity, but still insists that her name is Arlington. Meanwhile, Mrs. Kolls, the female physician, lies in prison at Raymond-street Jail, and the police are searching for the men alleged to have assisted her—the one by bringing over Mrs. Arlington, and the other by administering ether at Mrs. Kolls' house. The police are inclined to think that the former of these is an intimate acquaintance of Mrs. Arlington and not a doctor. The patient is considered by the physicians of the hospital to be under [illegible]. As she gets better she becomes more reticent, and it is probable that, in the event of her rapid recovery, she will leave the hospital and rejoin her friends, without enlightening the police as to her identity.

## NEW-YORK AND SUBURBAN NEWS.

### NEW-YORK.

Twenty-five sets of the *Real Estate Records* were sold on Thursday by Geo. A. Leavitt & Co., bringing $1 25 per volume.

Yesterday being Good Friday, no business was transacted in the Federal Courts, except receiving a verdict in the United States District Court in a case tried the day before.

At the Liberal Club last evening, Miss Kate Stanton read a paper on "The Loves of Great Men." There was a good attendance, and the lecturer was listened too with much attention.

Lawrence Casey, arrested on a charge of being concerned in the robbery of Lawrens J. Hallenbeck on the 17th March last, was fully committed for trial yesterday at Jefferson Market Police Court.

The names of the commissioners in the Ann-street widening were incorrectly given yesterday. The correct names are E. D. Morgan, Henry Bergh, William H. Fogg, William Hurry, and Alfred Craven.

Maggie Berg, charged with stealing $235 worth of clothing from the house of H. P. Anderson, No. 18 Washington-place, was committed at Jefferson Market Police Court yesterday for trial, in default of $1,000 bail.

Charlotte Middler, aged thirteen years, of No. 107 East One Hundredth and Twenty-ninth-street, was struck by a down-train of the New-York Central Railroad, at Fourth-avenue and One Hundred and Twenty-ninth-street, yesterday morning, and was seriously injured.

The Eighteenth Assembly District Republican Association met last evening, at No. 457 Fourth-avenue, Mr. A. P. Man presiding. After the regular business had been transacted Mr. Man made a few remarks in reference to the present condition of the charter.

### BROOKLYN.

Commissioner Whiting, of the Board of City Works, has rendered an opinion adverse to Frank Swift's offal claims.

A fair for the benefit of St. James' Cathedral, which has recently undergone extensive repairs, will be held on Monday at Brooklyn Hall, and will continue for two weeks.

Car No. 38 of the North Second-street line got off the track at South Seventh-street ferry and struck against a Franklin-avenue car. Philip McDevit, of No. 712 Butler-street, was standing on the platform of the latter and his arm was shattered by the collision.

The Park Commission has made a contract with the firm of Robert Ellen & Co., New-York, to build a tomb in Washington Park, for the reception of the Prison-ship martyrs, so long neglected. The Legislature, some time ago, appropriated $7,500 for the purpose. The work will be completed on the 4th of June.

### LONG ISLAND.

Yesterday, a small locomotive, used to draw gravel-cars at the reservoir of the Brooklyn City Water-works at Hempstead, was thrown from the track and upset. The engineer, W. Connelly, was caught under the engine, and had both arms and legs broken. On removing him, it was found that he was also badly scalded, the flesh dropping from his hands and legs. His recovery is regarded as very doubtful. A water-boy, who was on the engine, was also very seriously scalded.

### NEW-JERSEY.

A grand fair in aid of the Ladies' Hospital will open at the Paterson Wigwam on Monday next.

The Young Men's Christian Association of Jersey City has re-elected Mr. George W. Clerihew President.

Bridget Clark, aged eighty years, who was injured by the panic at St. John's Church, Trenton, a few days ago, has died from the injuries received.

At the Rahway charter election, held on Tuesday, J. D. Chapin, Republican, was elected Mayor, over W. W. Jones, Democrat, by 140 majority.

A Pennsylvania Railroad train ran off the track at French and Church streets, New-Brunswick, yesterday afternoon, delaying travel for two hours.

The Pavonia Yacht Club, of Jersey City, has re-elected Commodore Kreymeyer. John B. Cleary was chosen Vice-Commodore, and Theodore Brumenauer Rear-Commodore.

Peter J. Calders charges Officer Doyle with striking him on the head with a slung-shot. The officer was off duty at the time. A warrant has been issued for his arrest.

The Jersey City Board of Finance has elected James H. Love City Collector. W. B. Shafer, P. H. Laverty, H. T. Lee, J. M. Van Tassel, T. F. Merseles, and A. A. Woodward were appointed Assessors.

On Thursday, A. H. Halsted, son of Chancellor Halsted, fell from the front platform of a car returning from Elizabeth to Clinton, and had both his legs fractured. One of the limbs has been amputated.

George Les Folks, a resident of Rahway Neck, while crossing the track of the Pennsylvania Railroad near the depot at Rahway, yesterday afternoon, was struck by the 5:50 Western express and fatally injured.

Frank Tiernan, a laborer aged forty years, No. 7 White-street, Paterson, had his jaw broken and was otherwise terribly injured yesterday morning by the falling of the wall at the new Smith-street Methodist Episcopal Church.

Seven firemen of the Bremen steamer Donau, lying at Hoboken, have been enticed away, it is said, to work in the New-York Gas Works. As the steamer is to sail to-day she will be left short-handed unless other firemen are obtained.

The township election of North Bergen was held yesterday. The vote was very close. The Republican candidates were elected, with one exception. Henry Smith, Democrat, was elected a member of the Town Committee by one majority.

The body of Louis Spillvogher, a French harness-maker, was yesterday found floating in the Passaic River, at Newark, and removed to Compton's Morgue. Deceased, who lived at No. 18 Prince-street, Newark, is supposed to have committed suicide.

Owen Casey, a New-York thief, last evening, at the Erie Depot, Long Dock, Jersey City, snatched a silver watch from the pocket of Anthony McNamera. He was captured by Detective Brown, and lodged in the Second Precinct Station-house.

The following have been elected officers of the Cartaret Boat Club, of Perth Amboy, for the ensuing year: President, Theodore Bartow; Vice-President, Joseph Marsh; Captain, Florian W. Gordon; Treasurer, H. A. Lindsey, and Secretary, C. Matheson.

Yesterday some inhuman wretch in Jersey City saturated a dog with kerosene, or turpentine, and set fire to it. The animal rushed through the streets howling in pain, and a policeman, who was attracted by the noise, put an end to its sufferings by shooting it.

The anniversary of the Jersey City Woman's Missionary Society was celebrated with appropriate exercises at the Waverley Methodist Episcopal Church yesterday. The ladies were addressed by Mrs. Skidmore and Mrs. Thomas. In the evening a public meeting was held, and addresses were made by Rev. Drs. Eddy and Reid.

Coroner Reinhardt, of Jersey City, yesterday held an inquest on the body of Joseph Glavin, which was found, in a mangled condition, on the tracks of the Pennsylvania Railroad, on Tuesday morning. The jury returned a verdict of accidental death, and censured the company for not employing sufficient night-watchmen to protect their tracks.

### Fire in the Bowery.

Shortly after 6 o'clock yesterday evening, the roof of the five-story brick building No. 11 Bowery was found to be on fire. The fire was, however, confined to the upper floor of the building, which was completely gutted. The building, owned by the Whitney estate, was damaged $1,500. John Steinway's liquor saloon, on the first floor, was damaged $500; insured for $3,500. Edward A. Smith occupied the four upper floors as a cigar manufactory. His stock was damaged $15,000; insured for $33,000 in the following companies: Reliance, $2,500; State of Pennsylvania, $3,000; Newport, $3,000; Franklin, $2,000; Springfield, $2,500; Ætna, of Hartford, $5,000; American, $2,500; Pennsylvania, $2,500; Queens, $5,000; North America, $2,000, and London, Liverpool, and Globe, $4,000. Cause of fire unknown.

### Franco-German Relations—Re-Establishment of Courtesies.

The Berlin correspondent of the London *Times* writes: After the long spell of mutual animosity between the two races, it is refreshing to see the favorable impression produced upon both French and Germans by the prospect of a speedy evacuation. Apart from selfish agitators, more bent upon promoting their own interest than the welfare of their country, the feeling seems to be as general in France as it is in Germany; and what is equally satisfactory with the geographical spread of this conciliatory mood, is the fact of its being shared by high and low, by Emperor and President, as well as their nations. His German Majesty had himself taken such an active part in bringing the late negotiations to a happy end, that all [illegible] the signatures had been affixed at Berlin, M. Thiers dispatched [illegible] to the following effect: "Je remercie Sa Majesté d'avoir contribué à cicatriser les plaies de la guerre, et apaiser les passions qui ont récemment désolé le monde." [illegible] the Marquis de Gontaut-Biron had the pleasure of communicating to His Majesty immediately upon receiving, the Emperor honoring with his presence a *fête* at the French embassy that very evening. His Majesty expressed himself highly gratified at the result of the negotiations, and hoped that the amicable spirit with which they had been conducted by his Government would be generally recognized in France. A little later the same evening His Majesty reverted to the subject in conversation with M. Debains, the French Secretary of Legation, whose exact knowledge of the German language and politics had been very useful in the framing of the new diplomatic document. Having remarked that the treaty must be good, as it pleased both sides, the Emperor went on to say that he felt happy he had been enabled to complete so satisfactory a transaction that afternoon. M. Debains begged to observe, in reply, that the policy lately pursued by His German Majesty's Government toward France could not but contribute to diminish the weight of former differences. The French were an impulsive people and peculiarly capable of appreciating any friendly feeling shown them. On the Emperor's further hoping that the party Press would not attempt to detract from the value of the treaty, M. Debains answered that public opinion in France was sure to put a correct estimate upon the transaction, and that the Press would probably do as much. Prince Bismarck and the other diplomats who had taken part in the good work of the afternoon expressed themselves with equal courtesy on the co-operation of their French colleagues and the mutual advantage both countries would derive from the restoration of regular relations. A few days later an eminent speaker of the German Parliament thanked Prince Bismarck for the skill and patriotism evinced in settling with France thus satisfactorily, and thereby paving the way to reconciliation—a sentiment which was warmly repeated by the President of the House, amid the loud applause of all present. Prince Bismarck, in a few words of thanks, significantly said that such an acknowledgment on such an occasion was a cure for his failing powers and a stimulant to further exertion.

### Chicago Cattle Market.

CHICAGO, April 11.—Cattle—Receipts, 1,800; market fairly active; prices firm; sales of fair to choice Steers at $4 85@6 10; good Stockers, $4 50@$4 75; Butchers' Stock, $4 10@5; Shipments, 3,000. Live Hogs active and higher; receipts, 10,850; sales at $5 10@5 40 for common to good; an extra lot was bought at $5 50; shipments, 5,500.

[Advertisement.]
"EASTER HATS."

DUNLAP & CO., Hatters, would remind the gentlemen of this City, that all of their "Easter Styles" are now complete, and invite your inspection.
"Correct Styles in Gentlemen's Hats."
"Correct Styles for Boys and Youths."
No. 174 5th-av., between 22d and 23d sts., and No. 569 Broadway, opposite Metropolitan Hotel.

[Advertisement.]

BUY YOUR "EASTER" HAT AT KNOX'S Fifth-avenue Hotel establishment. Like the season, it is bright and beautiful, which merits and must command general appreciation.

### Passengers Arrived.

*In steam-ship Leo, from Savannah.*—Mrs. I. Hinley, Mrs. R. Newlin, Mrs. A. T. Schafer, Miss Van Allen, Mrs. Langdon, child, infant and servant, Mrs. P. Kelly, Mrs. W. T. Hord and infant, Mrs. H. G. Baker, Mrs. C. S. Holmes and son, Capt. I. B. Dewar, H. B. Reid, Geo. Johnson, S. Bear, H. Heymann, C. M. Roseinbaum, W. G. Horsley, J. Harris, Rev. W. Poote, Daniel Crumman, Patrick Coleman, D. W. Stern, H. E. Josselyn, E. D. Josselyn, Jno. Sherry, Jos. Maguire, Thos. Wayne, Robt. Sarris, Gen. Dayton, Francis De Boise, S. O. Johnson, H. N. Baker, C. S. Blein, Lawrence Oates, wife and 2 children.

### Miniature Almanac—This Day.

Sun rises.....5:26 | Sun sets.......6:36 | Moon rises...8:28

HIGH WATER—THIS DAY.

Sandy Hook..7:12 | Gov. Island..8:01 | Hell Gate....9:23

## MARINE INTELLIGENCE.

NEW-YORK......FRIDAY, April 11.

### Cleared.

Steam-ships Europa, (Br.,) Campbell, Glasgow, Henderson Bros.; Ellen S. Terry, Salyear, Newbern, N. C., Murray, Ferris & Co.; Perit, Chester, Bermuda, New-York and West India Steam-ship Company; Delaware, Crocker, New-Haven; Beverly, Pierce, Philadelphia.

Ships Edith, Goff, San Francisco, Sutton & Co.; Dilkhorst, (Br.,) Gedyes, London, H. Sweetland & Co.; Black Prince, (Br.,) Inglis, London, Grinnell, Minturn & Co.

Barks Talisman, (Br.,) Blackford, Pernambuco, Phipps & Co.; Lydia, (Br.,) Holdersen, St. John, N. B., Boyd & Hincken; Tell, (Norw.,) Mortimer, Gottenburg, Funch, Edye & Co.; Alemui, (Ital.,) Izzi, Cork or Falmouth, Slocovich & Co.

Schrs. O. C. Acken, Mead, Stamford, Stamford Manufacturing Co.; Sallie Burton, Burley, Stamford, Stamford Manufacturing Co.; Washington Freeman, Robinson, Aquin, I. R. Staples & Co.; B. F. Brainard, Hull, Fall River; J. H. Chase, Buell, Providence; M. E. Van Cleaf, Thorndike, Charleston; Urbana, Allen, Plymouth; Cocheco, Cooper, Camden, Me.

### Arrived.

Steam-ship Main, (Ger.,) Oterendorp, Bremen March 29, via Southampton April 1, with mdse. and 80 passengers to Oelrichs & Co. Lat. 44 51 N., lon. 47 50, passed a large iceberg; April 3, lat. 49 48, lon. 14 48, passed steam-ship Smidt, from Bremen, for New-York; 9th, lat. 42 55, lon. 56 37, an Inman steam-ship, bound W.; 10th, lat. 41 25, lon. 64 23, a German ship, bound W., showing Q B L M. (com. code;) 11th, about 146 miles E. of Sandy Hook, an Inman steam-ship, bound E.

Steam-ship Leo, Dearborn, Savannah April 11, with mdse and passengers to Murray, Ferris & Co.

Steam-ship Regulator, Freeman, Philadelphia, with mdse. to Lorillard Steam-ship Co.

Ship Thomas Dunham, McLean, Newcastle 54 ds., with mdse. to Thomas Dunham's Nephew & Co. Feb. 21, lat. 48 16, lon. 7 50, spoke bark Figaro, from ——, for Bordeaux; short of provisions, and supplied her.

Ship Prima Donna, Lunt, Liverpool Feb. 28, with mdse. to Dickens & Pray.

Bark Ceres, (Sw.,) Fallstrom, Rio Janeiro 57 ds., with coffee to Klenenwroth, Cohen & Co. Feb. 22, Edward Nelson, a passenger, a native of Sweden, aged 25 years, died of yellow fever, and was buried at sea.

Bark Everhard Delius, (Ger.,) Herboth, Hamburg 40 ds., with mdse. to Herm. Koop & Co. Crossed the Banks of Newfoundland on the 30th of March, in lat. 45 N., and saw no ice.

Bark Jannetye, (Deutch,) Schrier, Rotterdam 58 ds., with mdse. to Funch, Edye & Co.

Bark Putcinella, (Ital.,) Lauro, Girgenti 91 ds., with brimstone to D. Taylor & Son. April 1, lat. 30 14 N., lon. 72 20, exchanged longitudes with bark Lizzie, bound South.

Bark Constantia (of Sunderland,) Christine, Manila, Dec. 12, with mdse. to Young & Co.

Bark Isle of Skeye, (of Liverpool, N. S.,) Morino, Aguadilla, P. R., 12 days, with sugar, to J. V. Ontavia & Co.

Bark Elvina, (Spain,) Havana, 10 days, in ballast, to E. Ping & Co.

Bark Guiseppe, (Ital.,) Ramella, Belfast 50 ds., in ballast to A. P. Agresta.

Bark Alaska, (of Glasgow,) Guy, Cay Francis 17 ds., with sugar to Renand, Francois & Co.

Bark Addie McAdam, Patridge, Matanzas 7 ds., with sugar and molasses to Brett, Son & Co.

Bark Wallace, McCormack, Liverpool, via Queenstown, 53 ds., with mdse. to Funch, Edye & Co.

Bark M. and E. Cann, (Br.,) Cann, Dublin 29 ds., in ballast, to Boyd & Hincken.

Bark Harrisburg, (of Boston,) Howes, Havana 11 ds., with sugar and melado to order—vessel to Brett, Son & Co.

Brig Blackwood, (of Prince Edward's Island,) Govin, Ponce, P. R., 14 ds., with sugar and coffee to Maitland, Phelps & Co—vessel to D. R. De Wolf & Co.

Brig Alpha, (of Lunenberg, N. S.,) Selig, Ponce, P. R., 15 ds., with sugar and molasses to Gossier & Co.

Brig Caprera, (of Stockton,) Blanchard, Cardenas 18 ds., with sugar and molasses to Tucker & Lightbourne.

Brig Carrie Bertha, (of Yarmouth, Me.,) Masters, Messina 88 ds., with fruit to Lawrence, Giles & Co.

Brig James Davis, (of Stockton,) French, Cardenas 13 days, with molasses to S. H. Howell, Son & Co.

Brig Ida, (of Yarmouth, N. S.,) Vigus, Mayaguez, P. R., 11 ds., with molasses to S. Micheliena.

Brig Guisborough, (of Windsor, N. S.,) Enos, St. Pierre, Mart., 15 ds., with sugar to H. Trowbridge's Sons. Sld. in co. with brig Hattie Wheeler, for Portland, and schr. Fannie Flint, for New-York.

Brig Star, (of Salem,) Cook, Caibarien 14 ds., with sugar and melado to J. H. Winchester & Co.

Brig Henry Perkins, (of Boston,) Dussaut, Tonala, Mex., 21 ds., with mahogany to Moller & Thebaud.

Brig Alpha, (of Lunenburg,) Selig, Ponce, P. R., 14 ds., with sugar and molasses to Gossier & Co.

Brig Eliza, (of Halifax,) Clark, Havana 11 ds., with sugar to Sheppard Gandy & Co.

Brig Susie J. Strout, Harding, Tampa Bay, Fla., 10 ds., via Delaware Breakwater April 8, with cedar timber to Eagle Pencil Co. April 3, lat. 36 56, lon. 75 0, saw a very large meteor passing close over the stern of the vessel, leaving a light-colored streak, lasting for about 30 minutes. The most peculiar part of it was in leaving a complete formation of the letters C. W.

Brig Dirigo, (of Harrington,) Coffin, Cardenas 9 ds., with sugar to Sheppard Gandy & Co.

Brig Jeremiah, (of Searsport,) Ford, Cardenas 13 ds., with sugar to Sila Bros.—vessel to R. P. Buck & Co.

Brig Eberhard, (Ger.,) Winters, Matanzas 12 ds., with sugar to order—vessel to Theo. Ruger.

Brig Cleta, (of Halifax,) Morgan, Belize, Hond. 16 ds., with logwood, rubber, &c., to Wm. Jex.

Brig Hunter, (of Halifax,) Wilson, Tampico 27 ds., with hides, skins, &c., to Wm. Cunningham & Sons.

Brig San Carlos, (of Portland,) Atherton, Rosario 70 ds., with hides and wool to Miller & Houghton.

Brig T. A. Darrell, (of Bermuda,) Locke, Montevideo 74 ds., with hides and wool to L. E. Amsinck & Co.

Brig Mariposa, of Boston, Milton, Caibarien 8 ds., with melado to master.

Brig Two Brothers, (of Bermuda,) Jasteen, Tuxpan, Mex., 25 ds., with cedar, &c., to Wm. Cunningham & Sons.

Schr. Fannie Flint, (of Lubec,) Warren, St. Pierre, Mart., 15 ds., with sugar to B. Trowbridge & Co.

Schr. B. Olyphant, Truax, Virginia. April 10, off Hereford, picked up Captain and crew of schr. John Lancaster, from Little Egg Harbor, for Philadelphia, sunk at sea.

Schr. Ella Amsden, (of Provincetown,) Smith, Cienfuegos 17 ds., with sugar to P. V. King & Co.

Schr. Nellie J. Dinsmore, (of Lubec,) Dinsmore, Havana 13 ds., with sugar to Brooks & Co.

Schr. Sabao, (of Cherryfield,) Dyer, Fernandina, Fla., 10 ds., with yellow-pine to F. D. Whitney & Co.

Schr. Matilda, (of Gibraltar,) Wilder, Tampico 26 ds., with mdse. to J. W. Wilson & Co. April 10, 15 miles S. E. of Barnegat, saw a sunken three-masted schr., with mastheads and topmast above water.

Schr. Prescott Hazeltine, (of Belfast, Me.,) McDonald, Jacksonville 7 ds., with yellow pine to master.

Schr. Jennie B. Gilkey, (of Boston,) Gilkey, Matanzas 11 ds., with sugar to Young, Smith & Co.

Schr. Huntress, (of Dartmouth,) Gunn, Algoa Bay, C. G. H., 56 ds., with wool to Bauendahl & Co.

Schr. Little Dorrit, (of Brixham,) Spears, Palermo 75 ds., with fruit to Phelps Brothers & Co. April 1, lat. 38 N., lon. 69 W., [illegible]

Schr. Hattie, (of St. John, N. B.,) Wright, [illegible] 13 ds., with sugar and molasses to Muller & [illegible]

Schr. John L. Merrill, Haley, Laguayra 20 ds., with coffee, &c., to Dallett, Bliss & Co.

Schr. Louisa D., (of St. John, N. B.,) Wagner, Porto Cabello 20 ds., with coffee to Jose Agostine.

Schr. Florence Rogers, [illegible] 4 ds., with lumber to Jos. [illegible]

Schr. General Hall, (of Waldoboro,) Wade, Fernandina, Fla., 8 ds., with yellow pine to Charles Trumbull.

Schr. C. C. Rogers, Blaisdell, Savannah 10 ds., with lumber to R. Nelson.

Schr. M. J. Rankin, Hall, Rockland, with lime to Candee & Pressey.

Schr. Clyde, Gutner, New-Bedford, for Georgetown, D. C.

Schr. Nettie, Cushing, Jameson, Thomaston, with lime to J. V. Haviland.

Schr. Leontine, Saunders, Rockland, with lime to J. R. Brown.

Schr. Phenix, Allen, Portland, with lumber to order.

Schr. M. H. Reed, Benson, New-Bedford, for Philadelphia.

Schr. J. P. Ames, Willard, St. John, N. B., with lumber to Jed Frye & Co.

Schr. Sallie W. Pender, Thrasher, Taunton, for Elizabethport.

Schr. C. C. Smith, Phillips, Taunton, for Elizabethport.

Schr. M. C. Lyons, Stevens, Providence, for Elizabethport.

Schr. Westmoreland, Rice, Providence, for Baltimore.

Schr. Alleghania, Ames, Rockland, with lime to Candee & Pressey.

Schr. Ostawamteah, Lord, Vinalhaven, with stone to Bridge Co.

Schr. Bedabedac, Lord, Vinalhaven, with stone to Bridge Co.

Schr. E. M. Baxter, Lamphear, New-Haven, for Elizabethport.

Schr. H. P. Ely, Stokes, Norwalk, for Elizabethport.

Schr. E. & J. Oakley, Newman, Providence, for Elizabethport.

Schr. John Crockford, Hatch, Providence, for Port Johnson.

Schr. Minerva, Brightman, Fall River, for Port Johnson.

Schr. Corvo, Pickering, Rockland, with lime to J. R. Brown.

Schr. J. F. Carver, Howard, Calais, with lumber to G. Boardman.

Schr. Willard, Hall, Providence, for Elizabethport.
Schr. Robt. B. Smith, Nickerson, New-Bedford.
Schr. Ida, Deering, Taunton, for Elizabethport.
Schr. Caroline & Cornelia, Crowell, Somerset.
Schr. Susie Babcock, Ellsworth, Delaware.
Schr. Wm. D. Mangam, Chase, New-Bedford.
Schr. Mary Johnson, Crosby, New-Bedford.
Schr. Geo. F. Brown, Gedney, Providence.
Schr. S. P. Godwin, Waterbury, Stamford.
Schr. E. H. Cheesebro, Wilson, Westerly.
Schr. S. L. Thompson, Hall, Providence.
Schr. Rebecca Knight, Bartlett, Virginia.
Schr. Thos. Jefferson, Ferris, Providence.
Schr. Susan Stetson, Yates, New-Haven.
Schr. Saml. Crocker, Thrasher, Taunton.
Schr. Ellen Barnes, Wilcox, Fall River.
Schr. G. W. Wright, Johnson, Delaware.
Schr. Dobie Hastings, Tilton, Virginia.
Schr. Albert Thomas, Rose, Baltimore.
Schr. M. O. Wells, Jones, Bridgeport.
Schr. Chas. Lawrence, Adams, Virginia.
Schr. Julius Webb, Cranmer, Virginia.
Schr. Ann E. Caril, Tyler, Baltimore.
Schr. Jos. Marsh, Suffin, Providence.
Schr. E. J. Hearty, Hearty, Cape Ann.
Schr. Onward, Hulse, Brookhaven.
Schr. S. J. Fort, Fort, Baltimore.
Schr. Eldora, Howes, Boston.
Schr. Ann, Davis, Providence.

WIND—Sunset, moderate, S. E.; clear.

### Sailed.

Ships Therese & Graham's Polley, for Cronstadt; barks Nellie May, for Dunkirk; Marathon, for Marseilles; Atlantic, for Queenstown; brigs Christine, for Vigo; Anna, for Bahia; Robert Mowe, for Barbados; T. Remwick, for St. Thomas; schrs. Sterling, for Exeter, Eng.; Harriet Brewster, for Pernambuco; Ring Dove, for Aux Cayes; Fruit Girl, for St. John, N. F.

### By Telegraph.

BOSTON, April 11.—Arr. steamers William Crane, from Baltimore; Achilles, from Philadelphia; Glaucus, from New-York, and brig Aquidneck, from Messina.

CHARLESTON, S. C., April 11.—Arr. steamer James Adger.

Sld. bark Granlon, for Liverpool.

LEWES, Del., April 11.—Arr. schr. J. C. Libby, from Mayaguez, for orders.

The schr. Jos. Oakes has sld. from the breakwater for New-York.

SAVANNAH, Ga., April 11.—Sld. ships James Jardine and Lady Dufferin, for Liverpool; bark Oneco, for Callao.

Arr. schr. Clara Sawyer, from Belfast.

VINEYARD HAVEN, April 9.—Arr. schrs. Frolic, Gay Head, for Boston; Nellie Burns, Virginia, for do.; Memento, from Wood's Hole, to go on the marine railway.

Returned—Schr. Charles H. Lawrence.

Wind E. N. E.; fresh, thick.

April 10.—Arr. schr. D. H. Mansfield, Gloucester, for New-York.

10 A. M.—Wind N. N. W.; moderate.

### Spoken, &c.

By bark Constantia, March 29, lat. 24 32, lon. 67 30, spoke bark Woodside, from ——, for Boston; March ——, lat. 1 36 S., lon. 27 58 W., signaled a bark showing letters I. Q. P. N., bound S.; and same time, a bark, showing letters H. I. N. B., bound S.

By bark Wallace, April 9, lat. 39 46, lon. 71, spoke brig Elisa Stroms, from Boston, for Havana.

By brig T. A. Darrell, April 2, lat. 30 15 N., lon. 68 40, spoke brig F. H. Jennings, of and from Portland, for Matanzas; 7th, lat. 35 10, lon. 72, schr. Harry White, hence, for Porto Cabello; March 28, lat. 24 10, lon. 63 25, saw a United States steam-frigate steering S. E.

By bark Addie McAdam, April 9, off Cape Henry, spoke brig Thos. Middleton, (Br.,) from Mexico, for New-York.

### Foreign Ports.

PONCE, P. R., March 29.—Cld. March 27, brig Blackwood, (Br.,) Gavin, for New-York; March 28, brigs Bessie, for St. John, N. B.; Open Sea, for Baltimore; A. M. Owen, for Boston; schr. Jennie Wood, for do. In port, same date, bark Andes, for Baltimore; brigs Altavela, for New-York; J. R. B., (Br.,) Lost, for do.; James Crosby, for do.

ST. PIERRE, Mart., March 27.—In port, brigs Virginia, for New-York, ldg.; Apollo, for Baltimore, wtg.; Black Swan, for St. Thomas, seeking.

TAMPICO, March 17.—In port, schr. Tampico, for New-York, in 2 ds.

AGUADILLA, P. R., March 31.—In port, brig Wanderer, for New-York.

April 3, arr. March 27, brig Lily to load for New-York.

### European Marine News.

BRISTOL, April 11.—The Great Western line steam-ship Arragon, Capt. Western, from New-York March 27, arr. here yesterday.

STETTIN, April 11.—The Baltic Lloyds steam-ship Humboldt, Capt. Arnold, sld. from this port for New-York direct on the 9th inst.

HONEST TESTIMONY.
WHAT HON. GEO. STARR HAS TO SAY OF
RADWAY'S READY RELIEF.
A LETTER WORTH READING.
NO. 3 VAN NESS-PLACE,
NEW-YORK, Jan. 2, 1873.
*Dr. Radway:*
DEAR SIR: Impelled by a sense of gratitude on my own part, as well as kindly feeling toward others, who may be so unfortunate to suffer as I have, I take this mode of acknowledging to you the inestimable benefit I have received from the use of your Ready Relief.
With me it has worked wonders. For the last three years I have had frequent and severe attacks of sciatica, sometimes extending from the lumbar regions to my ankles, and, at times, to both lower limbs.
During the time I have been afflicted I have tried almost all the remedies recommended by wise men and fools, hoping to find relief, but all proved to be failures.
I have tried various kinds of baths, manipulations, outward applications of liniments too numerous to mention, and prescriptions of the most eminent physicians, all of which failed to give me relief.
Last September, at the urgent request of a friend, (who had been afflicted as myself,) I was induced to try your remedy. I was then suffering fearfully with one of my old turns. To my surprise and delight the first application gave me ease, after bathing and rubbing the parts affected, leaving the limb in a warm glow, created by the Relief. In a short time the pain passed entirely away, although I have slight periodical attacks approaching a change of weather. I know now how to cure myself, and feel quite master of the situation. RADWAY'S READY RELIEF is my friend. I never travel without a bottle in my valise.
If this testimonial can be of service in calling the attention of others to the virtues of your article, I hope you will give it the widest circulation.
Yours, truly, GEORGE STARR.

R. R. R.
RADWAY'S READY RELIEF
CURES THE WORST PAINS
In from One to Twenty Minutes.
NOT ONE HOUR
after reading this advertisement need any one SUFFER WITH PAIN.
RADWAY'S READY RELIEF IS A CURE FOR EVERY PAIN.
It was the first and is
The Only Pain Remedy
that instantly stops the most excruciating pains, allays Inflammations and cures Congestions, whether of the Lungs, Stomach, Bowels, or other glands or organs, by one application.
IN FROM ONE TO TWENTY MINUTES, no matter how violent or excruciating the pain the RHEUMATIC, Bed-ridden, Infirm, Crippled, Nervous, Neuralgic, or prostrated with disease may suffer.
Price, 50 cents per bottle. Sold by druggists.

SEAVEY, FOSTER & BOWMAN,
MANUFACTURERS OF THE
Lion, Eureka, and Canton Mills
MACHINE TWIST,
(Ounce Spools,)
FOR MANUFACTURING PURPOSES.
Also,
The Celebrated Eureka,
("for family use,") 50 and 100 yard spools.
SEWING, EMBROIDERY, AND SADDLER'S SILK.
Button-Hole Twist, (10-Yard Spools,)
And everything in the line of TWISTED SILKS.
SALES-ROOMS:
No. 7 Mercer-st., New-York.
MILLS AT CANTON, MASS.

BEEBE RANGE
No. 1, LARGEST SIZE, $65.
JANES & KIRTLAND,
Nos. 8, 10, and 12 Reade-st., New-York.

STRICTURE AND FISTULA RADICALLY cured without knife, caustic, or detention from business. Diseases of the pelvic viscera a specialty. HENRY A. DANIELS, M.D., 144 Lex[illegible]

OEUFS DE PAQUE.
TIFFANY & CO.,
UNION-SQUARE,
HAVE RECEIVED A CHOICE SELECTION OF PAINTED AND ORNAMENTED SILK AND SATIN BONBONNIERES, SOME RICHLY GILT, AND WITH SETTINGS AND ENAMELS, ENTIRELY NEW IN STYLES; ALSO,
PRAYER-BOOKS,
IN CHOICE BINDINGS, ALL ADAPTED FOR
EASTER PRESENTS.

BROKAW
BROTHERS
HAVE THE LARGEST STOCK AND CHOICEST STYLES IN
MEN'S, BOYS', AND CHILDREN'S
CLOTHING.
4TH-AV., OPPOSITE COOPER INSTITUTE.
LAFAYETTE-PLACE, OPPOSITE ASTOR PLACE.

FREEMAN & BURR,
CLOTHING WAREHOUSES,
Nos. 138 and 140 Fulton-st., N. Y.
FREEMAN & BURR have very great pleasure in inviting attention to their immense stock of new and desirable selections for the present and approaching season.
SPRING OVERCOATS, $5.
SPRING OVERCOATS, $10.
SPRING OVERCOATS, $15.
SPRING OVERCOATS, $20 to $30.
FREEMAN & BURR'S stock embraces all the popular styles and fabrics in SUITS and CLOTHING of every description, for all classes and all occupations.
ORDERS for Garments to Measure neatly and promptly executed at moderate prices.
DIRECTIONS for Ordering BY MAIL FREE on application.
SUITS, $10. SUITS, $30.
SUITS, $15. SUITS, $35.
SUITS, $20. SUITS, $40.
SUITS, $25. SUITS, $50.
FREEMAN & BURR spare no expense or pains in the getting up of Boys' and Youths' Clothing. For years it has been a specialty. With them all the favorite designs and most fashionable materials for all ages will always be found in the stock.
BOYS' SUITS, $5.
BOYS' SUITS, $8.
BOYS' SUITS, $12.
BOYS' SUITS, $15 to $20.
ORDERS BY LETTER.—OUR NEW SYSTEM FOR SELF-MEASURE, of which thousands avail themselves, enables parties in any part of the country to order direct from us, with the certainty of receiving the most PERFECT FIT ATTAINABLE.
ORDERS BY MAIL.
RULES FOR SELF-MEASURE, Samples of Goods, Illustrated Book of Fashions, and Price List, SENT FREE on application.

GUARANTEED
THE WHOLE
$500,000
GIFT MONEY,
which is all up in Bank, pledged to pay in full the Ten Thousand Cash Gifts which are to be distributed by lot among ticket-holders to the
THIRD GRAND GIFT CONCERT,
to be held for the benefit of the Public Library of Kentucky, at Library Hall, Louisville, Ky., on
Tuesday, July 8, 1873.
The following is the certificate of the Treasurer:
OFFICE OF FARMERS' AND DROVERS' BANK,
LOUISVILLE, KY., April 1, 1873.
This is to certify that there is in the Farmers' and Drovers' Bank, to the credit of the Third Grand Gift Concert for the benefit of the Public Library of Kentucky, Five Hundred Thousand Dollars, which has been set apart by the Managers to pay the gifts in full, and will be held by the bank and paid out for this purpose, and this purpose only.
(Signed,) R. S. VEECH, Cashier.
By the terms of the charter, the money must be held intact, and cannot be used for speculation or any purpose whatever except to pay the gifts.
The time for the Concert that was set for April 8 has been extended as above, in order to make a full sale of the whole 100,000 tickets, and thus prevent the necessity of any pro rata scaling down of gifts, as was the case at the previous Concerts. And, as there is only a limited number of tickets left, which will be furnished to those who first apply. On the 8th day of July, and no other, the following gifts will be distributed, as announced, viz.:
One Grand Gift, Cash.....$100,000
One Grand Gift, Cash.....50,000
One Grand Gift, Cash.....[illegible]
One Grand Cash Gift.....[illegible]
One Grand Cash Gift.....[illegible]
One Grand Cash Gift.....[illegible]
24 Cash Gifts of $1,000 each.....[illegible]
50 Cash Gifts of 500 each.....[illegible]
80 Cash Gifts of 400 each.....[illegible]
100 Cash Gifts of 300 each.....[illegible]
150 Cash Gifts of 200 each.....[illegible]
590 Cash Gifts of 100 each.....[illegible]
9,000 Cash Gifts of 10 each.....[illegible]
Total, 10,000 Gifts, all Cash.....$500,000
Tickets, $10; Halves, $5; Quarters, $2 50.
This whole undertaking is UNDER AUTHORITY of a SPECIAL ACT OF THE LEGISLATURE, and Hon. Ex-Gov. Thos. E. Bramlette, of Ky., has charge of the business of the Concert. For the 100,000 tickets—10,000 gifts—chance [illegible] New-York sales are made a special deposit with the FOURTH NATIONAL BANK OF N. Y.
Orders should be sent in immediately, as from present indications a rapid sale of all the remaining tickets will be made.
For tickets, full programme, information, and all particulars, apply to the General Agency Supply.
THOS. H. HAYS & CO.,
No. 609 Broadway, New-York.

A. RAYMOND & CO.,
CORNER FULTON AND NASSAU STS.,
CLOTHIERS.
SPRING OVERCOATS
OF FINE GOODS AND NEAT STYLES.
ALL THE NEW STYLES OF FRENCH AND ENGLISH GOODS IN THE
CUSTOM DEPARTMENT.

PLAIN AND ORNAMENTAL
IRON WORK
FOR BUILDINGS, BRIDGES, DOCKS, PARKS, &c., &c.
ORDERS SOLICITED AND ESTIMATES GIVEN BY
J. B. & J. M. CORNELL,
141, and 143 Centre-st., N. Y.